



XJ – HOW DOES IT COMPARE TO THE RANGE ROVER?

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The importance of being compact

I don't know if it was planned – certainly no press blurb has connected the two events – but there is a nice symmetry to the launch of the XE and the 60th anniversary year of the 2.4 saloon (known universally as the Mk 1).

It's more than just a year they have in common: in 1955, Jaguar needed a small, more mainstream saloon to increase production levels and step away from being a manufacturer of niche vehicles. Sound familiar? We may be accustomed to knowing that Jaguar has become a success story of late, producing exciting and technologically advanced vehicles, but, in production terms, the marque remains a minnow. Jaguar Land Rover sold 462,678 vehicles in 2014 – a nine percent

increase over 2013 – but only 81,570 of those were Jaguars. As our feature (p74) comparing an XJ against a Range Rover highlights, the big saloon sells in tiny numbers compared to the evergreen SUV and, therefore, its relevance in today's market is questionable. If Jaguar is to grow and survive, it must have a smaller, economical and practical saloon, which is



The Mk 1 helped Jaguar to become a mainstream manufacturer in the Fifties – can the XE do it again, 60 years later?

exactly what it has with the XE. The new car's crisp, modern lines are considerably different to the Mk 1's curves, but the qualities that made the old car so successful – good to drive, economical engine (for the era, at least) and affordable prices – remain true with the XE.

The future for the XE does look promising. Its class-leading design, mixed with the current feel-good factor about the company, could change Jaguar's place in the market from a producer of luxury and niche vehicles to that of a mainstream manufacturer, just as the Mk 1 did six decades earlier.

@Paul_W_Walton, Editor

MAY CONTRIBUTORS



RICHARD AUCOCK
Richard visits Portugal to drive a pre-production XE 2.0d – read his experiences on page 28



RICHARD BREMNER
New JW columnist Richard Bremner tries a Mk 1 to celebrate its 60th anniversary (p42)



CHRIS FROSIN
UK snapper Chris is responsible for the gorgeous shots of the XE and Range Rover (p74)



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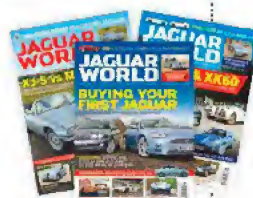
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*See page 26-27



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Accessorise your XE

PERSONALISING YOUR XE to suit your tastes and needs has just got easier, with Jaguar's latest range of accessories.

If you love the outdoors, the XE can be adapted for leisure activities thanks to specifically designed roof bars, a folding bike rack, or the aerodynamically designed 430-litre sports roof box.

In extreme temperatures, you could opt for a snow sock traction system, while the InControl remote app provides the option of pre-heating the XE's cabin from your smartphone. The heated windscreen also provides precious extra minutes before

journeys. Along with heated and cooled seats and dual-zone climate control, they create a car geared towards individual passenger comfort, not forgetting the central armrest chiller for chilling drinks.

Inside, there are practical options to protect belongings, such as the rubberised load floor and premium seat back stowage for secure storage for documents or tickets.

Utilities include everything from towing systems to a machined aluminium rechargeable torch with an integrated dock and a range of child safety seats tested specifically for the XE.

Optional safety features also include

autonomous emergency braking (AEB), lane departure warning, 360° parking sensors and even traffic sign recognition.

Suit your mood with ambient lighting (10 colour variants) or an array of visually striking trim accessories including illuminated, personalised sill tread plates. You could also choose aluminium gearshift paddles, a carpet mat with Jaguar logos, the R-Sport-branded multi-function steering wheel and customise your mirror covers and side power vents (gloss black or genuine carbon fibre).

All XE accessories can be ordered with a new car or purchased as an after-sales item and fitted by the dealer.



Jaguar Land Rover CEO, Ralf Speth

JLR looks to America

At the 2015 Geneva show in February, Jaguar Land Rover CEO Ralf Speth admitted that a factory in America is a necessity if the company is to continue to grow and remain competitive. But to make an American assembly plant worthwhile the company needs one product with annual sales of 30,000 to 40,000. Also, any vehicle produced in the US would have to be sold primarily in that market. Speth wouldn't speculate on what vehicle it might be, but he conceded that a premium crossover (the

new F-PACE, perhaps?) would make the most sense.

With an expected increase in the use of aluminum in JLR's products, such as in Ford's aluminum-bodied F-150 pickup, Speth asserted that the supply and quality of the material would be essential.

Building a factory is still about three years away, since JLR only has the resources to do one major plant at a time. Last October, it opened a plant in China in a joint venture with Chery Automobile, and later laid the ground for a factory in Brazil.



Will the SVO-built Project 7 be replaced by an F-TYPE SVR?

SVR brand name to replace R-S

JLR's newly formed Special Vehicle Operations has been working on a faster and more powerful version of an existing model, the department's MD, John Edwards, has revealed in an interview with UK magazine, *Evo*. Although development mules of a faster F-TYPE have been spotted testing in recent weeks, Edwards wouldn't confirm whether the forthcoming product is an F-TYPE derivative.

Following the debut of the Range Rover Sport SVR at the Geneva show, it's probable that a range-topping F-TYPE could also be given the SVR branding, possibly replacing the R-S name as the ultimate Jaguar.

Explained Edwards, "SVR will be the brand name that we use for our ultimate sports derivatives, be they Jaguars or Land Rovers, and to wear that badge, they've got to pass the DNA test. That test is about increased power, reduced weight, improved aero dynamics and differentiated design. All of which has to result in meeting our performance thresholds, which is about 0-60mph times, V-max or track times.

"In the fullness of time there will be Jaguar and Land Rover SVRs. The competition here is Mercedes AMG and BMW M. There's definitely a market."

Tuning specialist reveals F-TYPE Coupé

A German tuning firm, Startech, unveiled it's own version of the F-TYPE R Coupé at the Geneva Motor Show, 2015. An offshoot of well-known Mercedes-Benz tuner Brabus, Startech (which focuses on Jaguar and Land Rovers) exhibited a white example of the sports car on its stand.

The car was fitted with a number of visual components including a new carbon fibre rear diffuser, finished with clear gloss and body-coloured paint. To complete the

look, Startech also fitted a new side skirt with an upturned carbon fibre blade, a new full-length fender vent and a new front spoiler lip with carbon side plates.



Electric news

Sources suggest that Jaguar Land Rover is planning to manufacture its first all-electric car in Austria, and as soon as 2016. Reports say JLR has already leased space in an existing factory for the production of around 10,000 cars a year.

A recently released statement said, "Jaguar Land Rover continues to evaluate opportunities in a range of markets to increase our global manufacturing footprint in the future."

Jaguar may be looking to the electric vehicle segment to avoid forthcoming European Union emission fines. It also makes sense because most major car manufacturers already have electric and hybrid versions of existing cars.

Previously, at events throughout 2012, Jaguar exhibited its XJ-e, a prototype hybrid version of the executive saloon, which used a 2.0-litre turbocharged petrol engine and a 69kW electric engine.

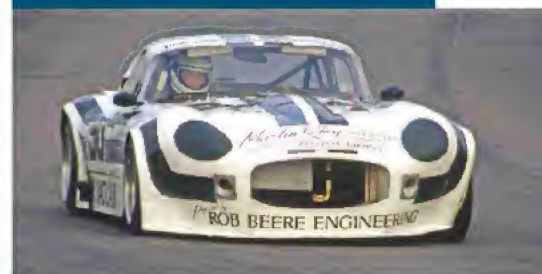


Jaguar's hybrid executive saloon XJ-e was showcased in 2012

Martin Robey and the 7.3-litre E-type

In our recent feature about the 7.3-litre competition E-type (JW, April 2015) we omitted to include Jaguar specialist Martin Robey's full involvement with the car. As well as being a sponsor, during the Nineties, Martin was involved in developing the bodywork and designed and built a new chassis for the car.

We apologise unreservedly to Martin.
www.martinrobey.com





F-TYPE Coupé scoops awards

The F-TYPE Coupé has recently won three awards. Automotive Management picked the F-TYPE Coupé as its Best New Car thanks to its "pulse-quicken performance and agile handling." The judges were also impressed with the F-TYPE Coupé's everyday refinement and value for money compared with rivals.

UK Car of the Year 2015 judges announced the F-TYPE as Coupé of the Year, having been impressed by its styling,

performance and handling. Alex Goy, XCAR.com's cars editor and UKCOTY judge said, "To see the F-TYPE Coupé is to like it, to drive it is to love it."

Finally, the F-TYPE Coupé picked up Sports Car of the Year at the ContractHireAndLeasing.com awards. The website's panel of industry experts and journalists praised the F-TYPE Coupé for its "stunning performance and, most of all, its exhaust note."

Idris Elba films launched

Jaguar has launched a film to document Idris Elba's epic road trip from London to Berlin in the new Jaguar XE 2.0-litre i4 163PS diesel.

Idris clearly enjoyed his XE road trip, saying, "The car was a real head turner and I made sure I pushed it hard all the way to Berlin – so the most surprising thing was the efficiency, averaging 65mpg."

"I also loved the in-car tech as I'm a big fan of gadgets, and the XE was fully loaded. I even planned my DJ set list as I drove." But the highlight of his trip was "hammering it round Spa with the legendary Martin Brundle."

Idris has long been a fan of Jaguar's sporting heritage, and explained why he wanted to make the documentary, "I like to push what I do and explore different areas of my expertise and that's why this film project with Jaguar really appealed."

Fiona Pargeter, global director of public relations for JLR, said, "We were very keen to get a car fan like Idris to be one of the first to test the in-car tech over a long drive."

"The journey took him through some very challenging winter weather conditions in Europe, on winter tyres on various road types to showcase this is a real-world car, delivering real-world results."

Elba started his journey at the National

Youth Music Theatre where he's been auditioning young hopefuls, before taking to the wheel of a Jaguar XE 2.0-litre four-cylinder diesel. Idris later drove the Jaguar XE S 3.0-litre petrol 340PS in a high-octane test at Spa-Francorchamps Circuit in Belgium, with the help of F1 racing legend and former Jaguar sports car driver, Martin Brundle.

Finally, Idris skillfully delivered the sports saloon directly onto the stage in front of 200 guests at a Jaguar party at Berlin's Umspannwerk to celebrate the Berlin launch of the XE.

He later treated the party to a very special DJ set.

To watch Idris' European road trip, visit <https://www.youtube.com/watch?v=7EaM8EVC7S4&feature=youtu>



Actor Idris Elba with the XE 2.0d used for the road trip



The XE 3.0 on Belgium's notorious Spa-Francorchamps circuit

Jaguar Heritage founder retires

The Jaguar Heritage Trust's founding trustee, Peter Mitchell OBE, has announced his retirement, after 33 years on the Jaguar Heritage Trust board. He has been made the Trust's founder patron.

Jaguar Heritage Trust chairman, John Edwards, said, "The Jaguar Heritage Trust and Jaguar owe a huge debt of gratitude to Peter. Without his vision and foresight and tireless work over the decades it is unlikely that we would have such a unique and priceless collection of cars and such a comprehensive archive."

Peter embarked on his career 60 years ago after completing his national service conscription with the Royal Engineers. His first job was at the Science Museum in London in 1955, where after extensive training, he became a senior curator with the National Aircraft Collection.

He moved to Coventry in the late Sixties as senior keeper of industry and technology for the City of Coventry, where he met Sir William Lyons – who would have a major influence on his life and career.

He joined British Leyland in 1978 as managing director of the newly formed BL Heritage Ltd, to run a collection of 750 vehicles and a vast archive of the collective manufacturers brought together under British Leyland.

With the support of Sir Michael Edwards, who was chairman of British Leyland Plc at that time, Peter established the British Motor Industry Trust (now the British Motor Industry Heritage Trust at Gaydon in Warwickshire), and the Jaguar Daimler Heritage Trust in April 1983.

Peter joins Sir William Lyons' grandson, Michael Quinn, as a Patron of the Jaguar

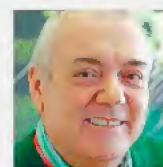
Heritage Trust and remains founding patron of the British Motor Industry Heritage Trust.

Now in his eightieth year, Peter has owned many classic cars and still restores and completes tours and rallies across Europe with the Royal Automobile Club, using vehicles from his collection, which includes a Jaguar E-type series 3 drop-head, a Jaguar XJS convertible and a Bristol 408 – which he is currently restoring.



Peter in 2014 with Julie Tew, managing director of the Heritage Motor Centre, during the first turf cut for the new Museum Collections Centre at Gaydon

Neil Logan McPherson 1951-2015



It is with great sadness that we report the loss of Neil McPherson, Jaguar Heritage's long-standing

administrator. After suffering ill health relating to diabetes and kidney failure for many years, Neil died on February 17, 2015, aged 63.

Neil Logan McPherson was born on May 12, 1951, in Barrhead in the county of Renfrew, Scotland. He began his association with the Jaguar Heritage Trust in the late Nineties by becoming a volunteer, satisfying his life-long passion for Jaguar cars, before taking charge of the trackside merchandising activities to support Jaguar's Formula One activities.

In 2003, Neil became a full-time member of the Heritage staff as administrator to work alongside Tony O'Keeffe, who was then the museum's curator. Neil set up computer systems and a proper filing system to keep track of the Heritage vehicles, plus helped to develop much needed policies and procedures. He also took charge of managing the Heritage museum at the Browns Lane site following the closure of the factory.

Neil leaves two sons and a daughter – Rory, Duncan and Bethanay – plus a brother, Alex, and sister, Kath. Everyone at *Jaguar World* would like to extend our deepest sympathies to his family.

E-type voted nation's favourite

The Jaguar E-type has been voted the UK's favourite classic car in a nationwide independent survey conducted by The Car Buying Service.

The British-made sports car secured 14% of the votes. Following close behind with 9% was the Mini Cooper 1275, while the Rolls-Royce Silver Shadow came in third with 7%.

The VW Beetle oval window, 67 Ford Mustang and Porsche 356 were also among the top ten.

Nic Carnell, director at The Car Buying Service, said, "We're especially passionate about our cars in the UK, particularly the sleek classics from back in the day – a time when the car industry was still in its infancy and innovative design and high speeds were the main priorities for many manufacturers."

"With the recent news that a rare lightweight version of the Jaguar E-type had sold for a staggering £5 million in January [reg number YVH210], we wanted to find out what other classic cars were the nation's favourites."





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London-to-Brighton run April 26, 2015

Excitement is mounting with less than a month to go before this year's London-to-Brighton run.

Now sponsored by the East Sussex Jaguar specialist, JAGtechnic (www.jagtechnic.co.uk), look out for Paul Chipp-Smith from JAGtechnic in a unique XKR convertible that his company has designed and built. JW's editor, Paul Walton, will be driving the very last XJ Coupe built in 1977.

This year, the route begins at Sir Winston Churchill's former home of Chartwell, in Kent, before finishing as usual on Brighton's famous Madeira Drive, where there will be an exciting trade area. A gala dinner (£46.50 per person), held after the event at the Hilton Brighton Metropole, features a locally sourced three-course meal followed by an evening of entertainment and dancing (please be aware the dress code for this is black tie). Tickets can be purchased via the new London-to-Brighton run website, www.jaguarrun.co.uk.

London-to-Brighton attendees are eligible for a special hotel package at the Hilton Brighton Metropole, with accommodation from £154.50 for single occupancy and £225 for double.



Above: The very last XJ Coupe, which editor Paul Walton will be driving

Below: The line-up of Jaguars on Brighton's historic Madeira Drive



Race Retro

February 20-22, 2015

Jaguar interest was brisk at this year's Race Retro, a feast for anyone with a leaning towards performance and keen to enjoy the variety of modifications on show – from better brakes to electronics.

Chesman Motorsport showed its many XK engine upgrades; Northampton Motorsport had an E-type engine with fuel injection cunningly concealed in a trio of sidedraught Weber carburettors; Lister had one of its 'knobbly' recreations on show, and the Runnymede Motor Company had an attractive low-drag E-type alongside the LWR E-type previously featured in JW (August 2014).

Racers could choose from safety equipment that included the new-style crash helmets, now becoming obligatory in historic racing, while long-distance



Above: The Lister recreation ready to go

Below: The Runnymede Motor Company showed this low-drag E-type boasting 340bhp



rallying events particularly suited to Jaguar also had quite a presence.

Meanwhile, those who ventured out into the cold of the autojumble hall soon forgot the icy blast as they browsed the eclectic selection of period race parts and tools.

As usual, the centre stage was full of personalities entertaining the crowd with exploits of their time, including the ever-popular Norman Dewis OBE.

The results of the Silverstone auctions still show a healthy interest in Jaguar – those who invested in the XJ220 at sub-£100,000 prices are seeing their interest rise. The example that sold at £186,750 is said to have Don Law upgrades and an engine rated at 680bhp. Another Jaguar powerhouse in the form of a twin-turbo 7.0-litre Lister XJS (its 604bhp has a 200mph potential) rose to £38,813, while proving that Mk 2s are still attracting attention, a Beecham-improved 3.8 took the hammer at £55,688. Finally, no auction is complete without an E-type, and a very nice 3.8 fixedhead coupe in original specification with Moss gearbox went for £74,250. (Prices include premium.)

JEC 2015 raffle car

The Jaguar Enthusiasts' Club has announced this year's raffle car will be a 2007 XK convertible in Liquid Silver with cream leather interior. The car, supplied by Sturgess of Leicester, has covered just 23,000 miles and is the 4.2-litre normally aspirated engine with the six-speed automatic transmission.

Tickets are either available via www.jec.org.uk or throughout the year at various JEC events, costing just £1 each. The prizewinner will be drawn at the Classic Motor Show at the National Exhibition Centre in Birmingham on November 15, 2015. All proceeds go to the Royal National Lifeboat Institute.



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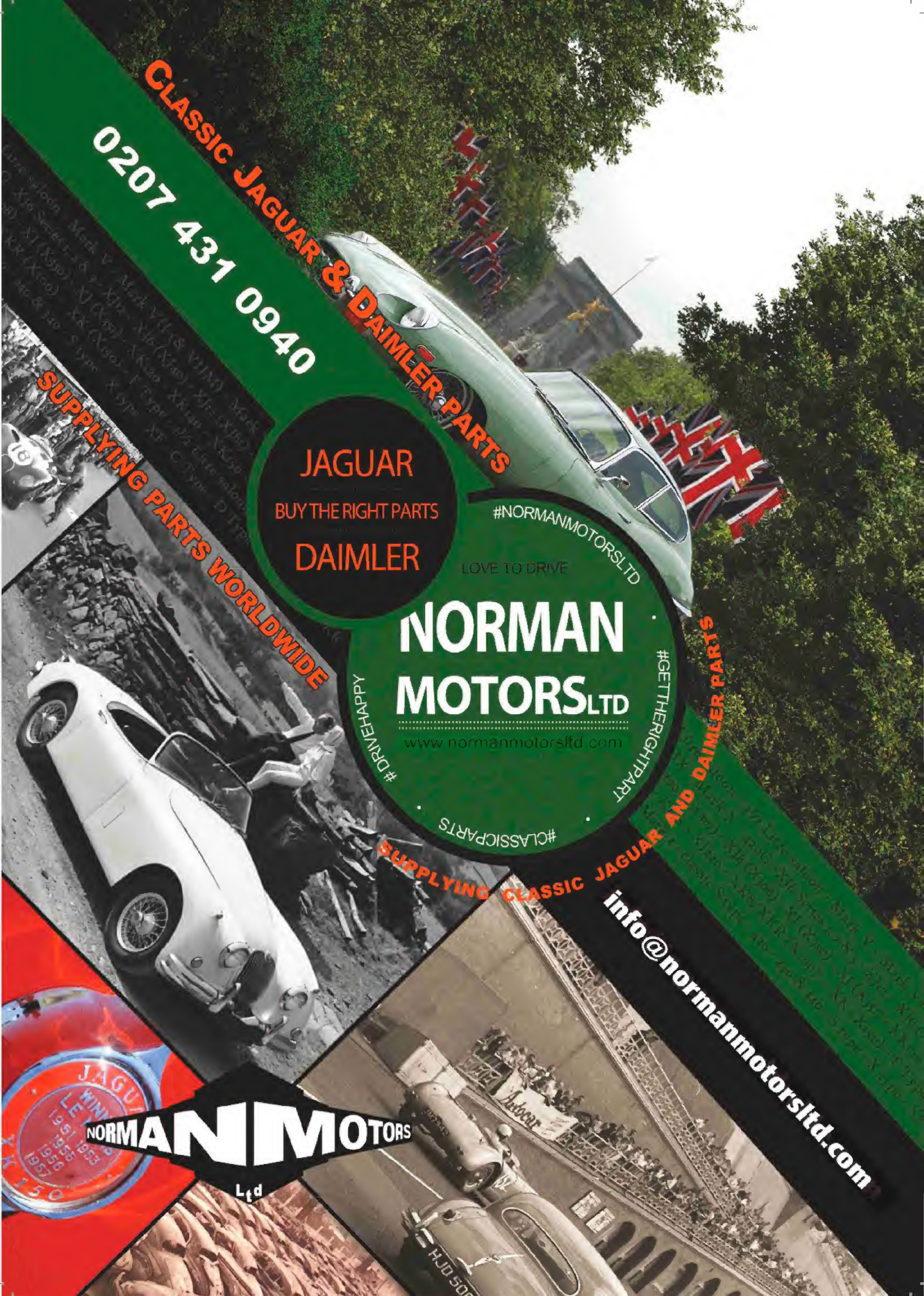
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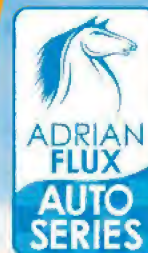
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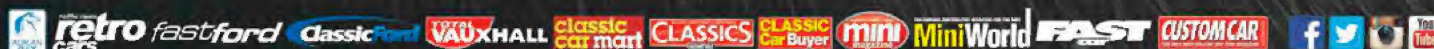
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LETTER OF THE MONTH

I have been a fan of the Jaguar marque since the late Seventies when, as a seven-year-old boy, I fell in love with the white XJ-S used by Ian Ogilvy in *The Return Of The Saint* TV series. I recently subscribed to the magazine after finding a copy by accident in a well-known shop while waiting for my wife, and find it a hugely enjoyable read with many great features and articles.

However, I am very disappointed with the recent criticism of Jaguar's current design and styling that has been aired in your letters page over the past few months (you know who you are). This is very unfair in my opinion. I have long been an admirer of the more 'traditional' design and styling of past models, but why

should every new Jaguar have to look like the original 1968 XJ, a car which, while beautiful, can trace some of its design language back to the previous Mk X and 420 models? Jaguar missed a trick by evolving its designs conservatively through a succession of cars that could directly trace their styling roots back to this car and, although all beautiful, they hardly moved the game on in terms of modern design. I think Jaguar has a stunning range of cars at the moment and Ian Callum should be congratulated in bringing the brand bang up-to-date while holding on to some of those traditional styling cues.

Whether we like it or not, we live in a modern iPhone world, and Jaguar now has a range of contemporary designs

more than capable of holding its own against the German opposition, where BMWs look too boring, Audis look identical and Mercedes-Benz are fussily over-styled. Jaguar can at last look to a glorious future, rather than having both eyes firmly fixed on a glorious past.

The brand has had its best sales performance in a decade and that was before the brilliant new XE was launched, and the trend is still going up. After all, without sales our favourite car brand would not survive. Ian Callum had the guts to bring Jaguar kicking and screaming into the 21st century and I, for one, stand and applaud him. One can of worms duly opened.

Terry Smith

Complaint about complainers

As a first-time Jaguar owner, I've recently started purchasing *Jaguar World* magazine. I thoroughly enjoy it and the only problem I have is with the letters page. People say the same thing every month about not liking the design of the current Jaguar.

Their statements are usually as follows: Very nice, but it's not really a Jaguar; how Jaguar has lost the plot; how they won't replace their 2002 XJ with a new Jaguar.

If I was the magazine's editor I would be tempted to put these letters in the bin. When I first saw the F-TYPE I decided I needed one, even blowing my pension on an ex-demonstrator. But, what a car – it's just superb. The fact it cost around half the value of my house doesn't bother me – I saw, I wanted, I got. Thank you, Jaguar. Don't listen to the complainers. You have made my life complete.

Noel Cooper



Coastal fascination

Congratulations on yet another very interesting edition of *Jaguar World*. There appears to be a Bournemouth and south coast theme to the April 2015 issue.

I was delighted to see, in Jim Patten's column, the Bournemouth seafront photo of John Lyon's XK 120 negotiating the driving test course in the 1951 RAC Rally. Ian Appleyard is shown at the very same event and location on the front cover of *Autosport* magazine, June 15, 1951, which he won. Incidentally, there were no fewer than 37 XK 120s in the rally.

Then, there was the article on page 74, XKD 515, stating that the car's first owner was Col Ronnie Hoare. He owned a Ford dealership, F English Ltd,

based in Bournemouth at the time that he owned the D type. He also owned an XKSS and, later, a succession of E-types. He owned Maranello Concessionaires, too, the UK Ferrari dealership, and raced a team of Ferraris very successfully (92 races in seven years). I lived close to the dealership at that time and have vivid memories of the Ferrari Le Mans team cars driving up the road past my house – a sight and sound never to be forgotten.

An advert in the July 6, 1962, issue of *Autosport*, shows the D-type. The asking price was £2,250.

To complete the seaside connection, Phil Weeden then drove the XFR to Brighton.

Michael Scott

(on the Bournemouth/Poole border)



Carrott and stick

I read the XJ-S vs Mercedes SL article (see JW, February 2015, p30) with interest since, during 1973 to 1994, I managed the comedian Jasper Carrott and he owned three XJ-Ss, one after the other, which we drove to his personal appearances. They were all excellent cars and each one clocked up probably 40,000 to 50,000 miles before he would trade it in for another.

Jasper had a friend, a property developer in the Midlands, who was very much a Mercedes man. He couldn't understand Jasper's preference for the XJ-S and kept insisting his Mercedes 450 SLC was a much better car for long-distance travelling, exactly what Jasper used his Jaguars for. He even lent Jasper his car for one of his appearances (I think this was in Manchester and we travelled from Knowle, Warwickshire, where Jasper then lived).

On the way home, Jasper and I discussed the Mercedes' qualities versus the XJ-S' and we both came to the conclusion that the Jaguar, with its smoother ride and silky smooth power delivery from its V12 engine, was a far superior car to the Mercedes, which we thought had uncomfortable seats and a hard ride.

Jasper's friend was quite crestfallen to hear this verdict when he came to pick up his Mercedes the next day.

John Starkey



TWITTER YE NOT

SRy @Calcology

The F-TYPE sure is a thing of beauty

Wayne Burgess @waynejburgess

Can't believe it's been 3 years since we launched the XF Sportbrake @Geneva

ClassicCarPrice @ClassicCarPrice

Proof that XK8s are becoming a future classic car? Jaguar XK8 convertible just sold for £9k hammer price

Chris Ratcliff @chrisratcliff

When will we see an F-TYPE successor to the XKR-S GT?

Chris Shaw The ChrisShaw

There you go @IanCallum That @JeremyClarkson bloke says your #FTYPE is beautiful enough to cause dribbling...

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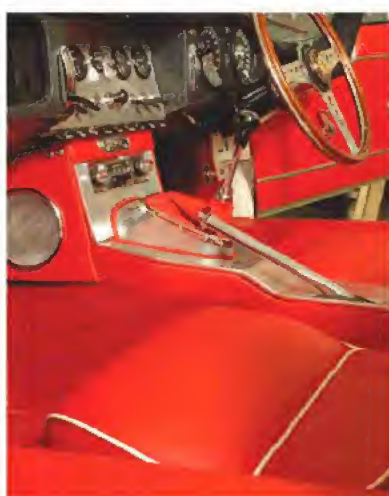
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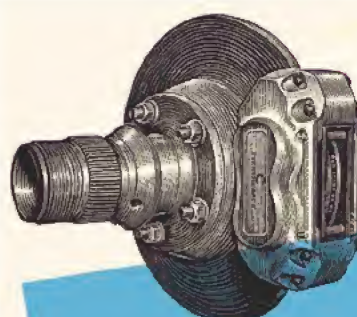
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RICHARD BREMNER

Facelifts



SLIMMER DOOR window frames. Wider, deeper windscreens. A slight reshaping of roof pillars, a broader back axle and an enlarged grille – these subtle reworkings were as sensitively applied as if by a plastic surgeon's scalpel back in the late Fifties, turning Jaguar's Mk 1 saloon into a Mk 2. There were other changes besides, not least a potent 3.8-litre engine option, together with a better-ordered and satisfyingly busy new dashboard, fashioned from products of the forest, just as it had been previously.

Facelifts certainly freshen cars by making the familiar a little different, and they usually modernise it, too. But whether these makeovers actually improve a design is another issue. What fired this thought was a recent opportunity to drive a beautifully presented Jaguar 3.4 saloon of Mk 1 vintage (see p42). It's not a car you see very often, partly because vast numbers weren't made, partly because their lightly protected bodywork reacts inconveniently with the atmosphere, and partly because most people prefer the Mk 2. One of the reasons for this preference is styling. The Mk 2 saloon simply looks better than the Mk 1, even though they're much the same machine. Buyers preferred the Mk 2 back in 1959, too, and collectors prefer it today.

However, by the time a model reaches collectible status, it's more usual that the first versions attract the biggest money. For example, Series 1 E-types are the most desirable, despite the inconvenience of their leg-cramping flat floors. The same applies to the XJ saloon, the XJ-S and, if we depart the Jaguar garage for a moment, the earliest versions of Minis, Range Rovers or even Alfa Romeo Giuliettas. Why? Often it's rarity, and the short-lived appearance of items that are modified early in production. There's also the knowledge that a Mk 1 is usually the version closest to the designers' intent, therefore the purest. Though later models are often more powerful, the first cars are usually the lightest, and often the most nimble with it.

**A MK 1 IS USUALLY
THE VERSION
CLOSEST TO THE
DESIGNERS' INTENT,
THEREFORE
THE PUREST**

The Jaguar Mk 2 is one of the more obvious cars to break the first-edition-is-best rule. One very good reason is that it genuinely is a superior car to the Mk 1, and not only to look at. A key change was widening the back axle, a major modification that improved the car's stance, stability and (as it happens) its reliability too – hard-driven Mk 1s sometimes testing their Panhard-rod mountings to destruction. The elimination of the full-depth wheel spats modernised the car's style, as did the substitution of the original's fat, one-piece door and window frames for elegantly sparse chrome-plated items.

The S-TYPE is one of those rare cars when the facelifted model was arguably better than the original

Customers also complained about the Mk 1's slightly claustrophobic interior, a consequence of those stout pillars and its relatively small windscreens. Sit in a Mk 1 today and the cabin seems to deliver uninterrupted vistas compared to any thick-pillared, blacked-glass modern. Yet the more generously glazed Mk 2 feels airier, still.

While the Mk 1 had a highly polished wood veneer dash, its centrally located instruments and the Morris Minor-style

storage cubby, ahead of the driver, were less impressive than the Mk 2's big twin dials, quartet of minor gauges and the small army of switches beneath. And, of course, the Mk 2 could be had with the 220bhp 3.8. No question about it – this was the better car.

Another Jaguar to break the first-is-best rule has to be the 1998 S-TYPE, whose interior (and much else) fell well short. Although the facelifted 2003 version looks much the same from outside, its completely remodelled interior is a vast improvement, as are its road manners and much of its core engineering. Just like the Mk 2, in fact. Though the Mk 1 3.4 is a handsome car, and the one I tried drove well, I did not find myself preferring it to a Mk2. But chose between the E-type Series 1 or Series 3? I'll take the unadulterated Mk 1, please. ■

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JIM PATTEN

Parts concerns – again



BEFORE I kick off on one of my parts rants, I think it is worth setting the scene first. Without the specialists, we would not have our cars on the road. New old stock can only go so far to help and items like rubber have a shelf life anyway. Even with healthy numbers of

older Jaguars surviving, the numbers are still small in comparison to when they were new. So anything remanufactured today will, by necessity, be expensive small production runs. The big companies offer a comprehensive range of parts sourced from different suppliers, some of which are better than others. Many are now taking control and doing things in-house. Other parts are adapted from existing components that work extremely well, but will need a degree of adaptation. The modern world has its own restrictions, either through working practices or the much-maligned health and safety issues. Certain processes and finishes are outlawed due to the extreme health risks, and rightly so.

But other problems stem from idiotic and ill-informed regulations, such as the ethanol content in fuel. I'll not delve too deeply, as there are better explanations on line, but the effect on rubber components cannot be over exaggerated. A corrosive element plays havoc with any rubber components in the fuel system, which – in turn – is having an impact of the manufacturers of carburettor supplies as they desperately try to make an ethanol-resistant product. And, finally, there is the price that the end user – you and I – are

prepared to pay. Cost-cutting usually equates to a drop in quality and all the associated problems. Personally, I'd rather pay the price for quality and have the part fit and work.

Accepting these facts and working

within the parameters, our problems are compounded by parts that are simply poorly made and will never fit their intended target. One example is the E-type bulkhead vacuum pipe. Left-hand drive E-types require just one pipe, whereas the right-hand drive requires two. Buried inside the bulkhead, they are a nightmare to fit and even when perfect can take hours to get right. A pipe was duly ordered for our left-to right-hand drive E-type conversion. It was so poorly made that not only did it miss the alignment with the two outlet holes, the corners were bent so tightly that free

passage of vacuum would be compromised. So I turned to SNG Barratt. Sure, I mention their name a lot, but they actually listen. I'm not saying that other companies do not, but we have built a good working relationship over the years. I needed a perfect original vacuum pipe to be used as a pattern, so with our open E-type in the body shop, I took a morning out of my life to remove the vacuum pipes to have them cloned.

If we do not get this parts situation licked into shape, I fear we have no hope of continuing the interest into the next generation. ☐

If we are to retain enthusiasm for caring for older cars, we need parts we can rely on

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KEITH HELFET

Putting TQM into action



IN PREVIOUS columns, I've talked about the period in the Seventies when we in the studio started to design in CAD/CAM and how, in the early Eighties, Jaguar's chairman Sir John Egan had become interested in TQM (total quality management).

This was a process originally championed in Japan during the Sixties and Seventies that perfected the manufacturing process from start to finish. These all came together at Jaguar in the Eighties and were the main reasons behind the rapid improvements in the quality of its cars.

The part of the TQM processes that made the biggest difference was dimensional accuracy. The parts that were machined – engines, gearboxes, etc – were not only produced to much tighter tolerances, they were now made by CMC (computer numerically controlled) machining so they were repeatedly accurate. These were continuously measured as they were built, resulting in more reliable parts – a big change from the late Seventies when Jaguar was dogged with reliability and warranty issues.

The bodies were also built far more accurately. In the past, they'd been made from several small parts that were welded together in jigs. In doing so, there are always tolerances and no two panels were always the same. These were corrected by hand using lead loading or, in the case of the doors, using adjustable hinges. Simply making bigger pressings and making these more accurate overcame some of this. This then helped to tighten the shut lines.

THESE ALL CAME TOGETHER AT JAGUAR IN THE EIGHTIES AND WERE THE MAIN REASONS BEHIND THE RAPID IMPROVEMENTS IN THE QUALITY OF ITS CARS

The doors especially had always been a problem – due to a build up of tolerances in their manufacture, they never fit the car properly. These were eventually minimised by adopting what was called a 'monoside'. These had two pressings, the inner and an outer of the whole side of the car to

which the doors were attached. The sills, the mounting for the door faces and hinges, plus the door openings where the seals went, were now pressed in one. This meant more accuracy where the doors were to be hung, and repeatedly so. The doors could then be assembled off-line and be mounted onto the car separately, since they no longer needed lengthy adjustments. Shut lines had been up to 10mm, but this was reduced down to 3mm. Not only were the gaps now uniform, but also the fit of the panels was always perfect.

Since there was an improvement in how everything fitted together, this minimised squeaks and rattles so that it not only improved the functional quality of our cars, but the perceived quality, too. The TQM process was initially started with the

XJ Series 3 and, by the X308-generation of XJ, it had been perfected. As a result, this was the first model in a generation that looked and felt how our customers expected a Jaguar to.

■ Keith Helfet was a designer at Jaguar between 1978 and 2002. His most famous creations are the XJ220 supercar plus the XK180 and F-type concepts. He currently runs his own design company

The X308 generation of XJ was arguably the best-built Jaguar in a generation. This was due to new, more accurate manufacturing processes

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Battle^{FOR} supremacy

WORDS RICHARD AUCOCK PHOTOGRAPHY JAGUAR

Is the XE as good as it needs to be to conquer this competitive small saloon market? We finally get behind the wheel of a preproduction 2.0 diesel to find out



T

HIS IS it, my first drive of the car on which Jaguar's entire future rests. If this car is good, the company will have a springboard to the vital growth it needs to ensure its sustainability. If not? Well, let's not go there, huh?

Actually, there's no need to go there because the Jaguar XE is very good indeed. In some respects, it's brilliant, a class best. Even in the late prototype form of the car I am going to drive, it is already clear that Jaguar has created a car that the class-leading BMW 3 Series must take seriously. This dawns on me barely five minutes into my drive on a twisty, challenging Portuguese road just outside Lisbon. The rain pours down, but I can hardly contain my excitement at finally driving the several-billion-dollar baby Jaguar.



I AM IN Portugal for a first drive of the first cars to come off the production line. Officially, they are still late-model prototypes, being built to test and refine the manufacturing system prior to customer car deliveries beginning in the summer. Who knows? One day, these cars might be sought-after classics.

In the darkness of a February rain-lashed Portugal, I am handed the chunky key fob to a 180PS 2.0-litre Ingenium diesel XE (there's also a 163PS version), in dark blue and in R-Sport trim. This colour and package is, as Jaguar's Scottish design director, Ian Callum, tells me, his favourite colour and trim combination ("I'm a sucker for blue cars") and since he's the man who designed it, who am I to argue? I'll find out when dawn breaks just how good it looks.

Despite the rain, I take my time getting in; keen to go through the same first-appearances process many customers will experience in dealers. Tugging the weighty door handle feels good, but the real delight is as the cabin is revealed in the pre-dawn darkness – Jaguar's ambient lighting detailing looks brilliant, a genuine surprise and delight. It's configurable; in this car, features such as the metal air vents, centre console and door trims glow with bold blue feature lines – a lovely touch.

I drop down pleasingly low onto firm leather seats and pull the door shut with a reassuring thud (no tinny clangs here). Inside, while there's still some work to do on the detailing and to create a premium feel, it is architecturally spot on.

I love the way the outside air vents are set low within the concave door panels, like the F-TYPE dial pack, and the proud, round steering wheel (also from the sports car) is a brilliant thing to hold. The centre console, perhaps, looks a little plain, but there's no arguing with the basics, as I'm about to discover in the Portuguese darkness.

Last night, Jaguar engineers had spoken to me in detail about how important the '50m test' is – by that they mean the impressions a customer gets after first setting out in the new Jaguar XE. If they can crack this, they argue, they'll be well on the way to winning round the curious masses that, to now, have mainly limited their choice to one of three German cars.

My first 50m impressions are of a slightly gruff-sounding engine from cold start-up, steering that's nice to palm (even at walking pace), and a ride quality that shows huge promise.

The new Ingenium motor is very smooth, and certainly a step on from the aged 2.1-litre motor in the Mercedes-Benz, and probably the TDI in the Audi, too. It revs surprisingly sweetly for a diesel and feels extremely well balanced. In this prototype guise, however, it is a bit too prominent, a bit too obviously 'diesel'. I ignore it, but make a mental note to quiz an engineer later.

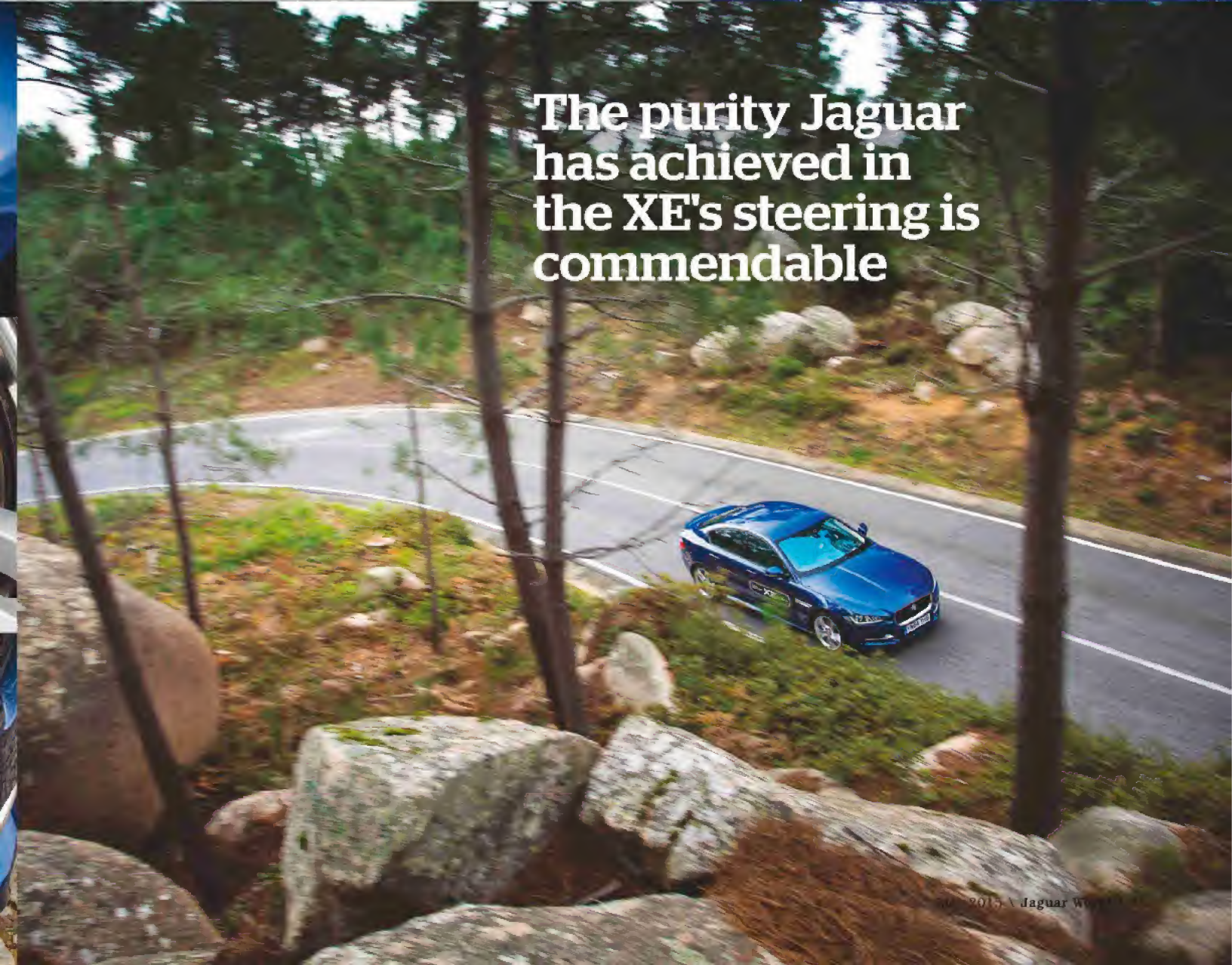
I can pretty much take steering as read with a Jaguar – and that's despite this being the brand's first car to have electric power assistance. Be really, really picky and you can sense a little of the EPAS electronics in the feel, but it's hard to detect and even harder to actually criticise it. The purity Jaguar has achieved in the XE's steering is commendable from the off.



FIRST DRIVE XE 2.0D



The purity Jaguar
has achieved in
the XE's steering is
commendable



The harder I drive, the more it gives back



XE 3.0 V6 S

I also have the opportunity to drive the hottest XE on sale from launch, the 340PS 3.0-litre supercharged XE S. Yes, the one with the engine from the F-TYPE. And, after the slightly gruff start-up of the diesel car, I fall in love with this one immediately – the engine note is delectably rich and creamy, all sonorous hum and ultra-smooth running.

Nothing for it but to crack the window slightly as I burble away, to better enjoy those sweet, twin-exhaust tailpipes. Unlike the F-TYPE, the engine acoustics within the XE stay firmly on the right side of refined. Perfect for this class of

car. I'm always aware that there's something nice humming away in the background.

It goes without saying that it feels fast. After the diesel, it's an appreciable step up, particularly as the supercharger ensures just as much immediacy as the torquey Ingenium. The difference here is that it revs hard – and boy, does it hurtle along when you let it? The same bark and bite that's evident in the F-TYPE is satisfyingly present and correct here, giving it a sports car feel that backs up its sports car credentials.

This extra verve soon proves infectious, and I begin leaning harder and harder on the chassis, all the time discovering unfound depths. The

deeper I dig, the more it impresses, particularly the clarity of the handling and the way its steering stays true and pure. Like the BMW 3 Series, you don't find any fluffy limiting factors or hesitations that sap your confidence, just an impressive sense of willingness that all the best sporting cars have.

My drive in the S is relatively brief, but just enough to fall for it. Jaguar will sell relatively few because the diesel will take the lion's share of volume. However, for those looking for a Jaguar sports saloon boasting more in common with the F-TYPE than just its sweet engine, the XE won't disappoint. Here's to driving it in final production guise soon.



The ride is a real surprise, particularly after the characteristic firmness of its main rivals. Whereas they prefer iron-fist control and trade the implications on low-speed bump absorption, Jaguar has taken a more complicated route of tuning for full-spectrum comfort without penalising the handling. That means it's genuinely supple at low speed, with an almost disconcerting absorbency if you've stepped straight from a BMW. This is especially remarkable considering this is a prototype car without the optional adaptive suspension. I want to find out if Jaguar has traded anything here, so without further adieu, I scramble the rear wheels and shoot off with purpose.

The XE really handles, thanks to Jaguar pouring money into that double wishbone suspension at the front and an integral link set-up at the rear (superior even to a standard multi-link, stress the engineers), and it shows.

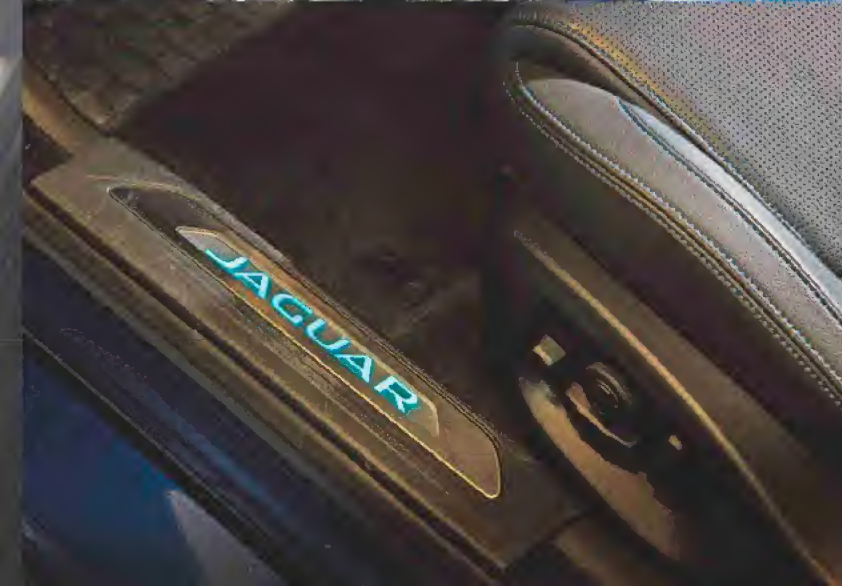
I charge into corners with an enthusiasm I reserve for new model launches such as this and feel the XE's fleetness and purity, but also the focus and confidence it has. There's little hesitation, no softness or roll-on reaction, despite the supple suspension; just an alert and almost fingertip response that, yes, is very Jaguar. The harder I drive, the more it gives back – I can feel the tyres working, the suspension kinematics remaining true. There's no sense of simply leaning on the tyres waiting for the grip to run out. I'm actually driving the car and enjoying the natural depth it gives back.

It gives me so much confidence that I'm soon leaning on the rear end, holding onto ratios via the world-class eight-speed gearbox and pushing both grip and traction happily. Portuguese roads are generally tight, twisty and random: an XE across them is an ideal companion, showing feel and feedback that will delight enthusiasts and please even those who don't show a huge interest in driving, but just know the XE 'feels good'.

The ride continues to impress me, too – Portuguese roads are a mix of brilliantly smooth autoroute and the most aggressively surfaced, bump- and crater-laden, undulating surfaces imaginable. At times, I grit my teeth at the sight ahead, expecting the worse, yet the XE is pretty







My first impressions are that Jaguar has a BMW-fighter on its hands

much flawless throughout, and that's despite the large 18in and 19in wheels most are going to run on. (Another trick of the rear integral link is that it is able to carry big wheels without undue harshness, says Jaguar.)

My first impressions of this excellent car are that Jaguar has a BMW-fighter on its hands, and I happily tell the engineers that when I hand back the keys. It's a proper Jaguar with a supremely well-engineered chassis that doesn't take the obvious route of simply being firm and

sporty, but instead gives a full spectrum of ability that, the more you drive, the more satisfying it feels. They seem to understand. Clearly that's been the focus of many months pounding round Gaydon trying to achieve it.

When I bring up the subject of the slightly noisy diesel when I first set off, the engineer doesn't seem surprised. "These are still prototype cars and don't have the final production-spec sealing pack in the engine bay. The fundamentals are all there, but the last bit of NVH kit (noise, vibration and harshness) that customer cars will get hasn't been fully productionised for these cars yet." So there we go.

I feel incredibly happy. Thrilled, in fact. The XE is clearly a winner and feels more than capable of taking on the ultra-successful BMW 3 Series. Really, that's all Jaguar has got to beat, for now. While the Mercedes-Benz C-Class is good, it's not quite up with the 3, and the elderly Audi doesn't offer any sort of challenge these days. The rest of the sector simply doesn't measure up.

The crunch test will be in the spring, when JW finally drives the production-ready cars. But I reckon I already know: it's going to be a hit. I know it's the second-best compact premium saloon on the market. Could it make the final leap to become the best of all? It won't be long now before we find out.



XE 2.0d

Engine 1999cc, 4cyl

Power 180PS

Torque 317lb ft

Top speed 140mph

0-60mph 7.4 secs

Economy 67.3mpg

CO2 109g/km



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CAN THE XE BEAT THE 3 SERIES?

The BMW 3 Series is an exceptionally able car. It's the sector leader, by a clear margin: the ageing Audi A4 is way off the pace now; the Mercedes-Benz C-Class may be extremely high quality and pretty to look at but the engines and dynamics aren't quite there; the Lexus IS 300h is clever, but lacks the 3 Series' depth; the Infiniti Q50 doesn't even deserve a mention.

Enter the Jaguar XE. Already, as you'll have seen, we reckon it's jumped into second place in this sector – a fantastic achievement for Jaguar that it could only have dreamed of with the X-TYPE. The question is, could the XE do something almost unthinkable, and immediately become the best car in its class?

The 3 Series stands in its way, although the XE certainly noses ahead when it comes to styling. Ian Callum's respectful, considered design is a real growler that works really well on the road. It's not flashy or outlandish, but does the job of looking like a modern, compact, purposeful Jaguar very well.

Compare this to the BMW, which is now a very familiar sight on UK roads. The front end is still sharp, but the rear is now looking more than a little soft and indistinct. The proportions are predictable, too. The Jaguar's interesting because it's not the same as its competitors, its long, coupe-like roofline setting it apart from the three-box norm defined by the 3 Series.

Both cars feel right inside, the BMW more so than the Jaguar – but the XE counters with, again, more interesting design that's architecturally a twist from the norm. At this stage, the jury is out, because we haven't yet seen the final production XE (or been able to play with the final iteration of its promising InControl infotainment). Maybe the BMW is better quality, roomier in the back, and it certainly has a bigger boot, but for the all-important driver focus these cars are very closely matched.

In action, the Jaguar definitely has the better ride quality. The BMW has a Germanic firmness that's all about total control at all times, while Jaguar seems happy to let the body breathe a bit more and let its fantastic damping control keep things in check. The same can be said for the steering: it's a bit more organic in the XE, whereas the 3 Series is focused on crisp, meaty immediacy.

Chuck them down a twisting road and the BMW has the more obvious sporting bent. It dives, darts and responds without hesitation, feeling exciting and racy as a result. Even the cooking 318d models feel like this – it's impressive just how sporting the 3 still is. Again, the Jaguar isn't quite as ultra-focused as this, but it's not far off.

The XE is subtler, with almost a purer sense of dynamic completeness that's going to really please those who put plenty of miles on it. There are multiple layers of ability that don't prioritise one dynamic aspect over another – you can have a supple, rough-road ride and still enjoy incisive handling, for example. It's going to be fascinating getting the two together, back-to-back.

As for the engines, the BMW used to lag here, because the German brand's former 2.0-litre was a surprisingly rattly thing. Sure, it performed very strongly, and sipped diesel, but you always knew it was there. This latest 190PS motor is far sweeter. It still has all the same surging response – nobody seems able to match BMW here – but it is far less harsh.

The Jaguar has the same mechanical smoothness, too; you don't mind revving that either, and it certainly pairs well with the same eight-speed ZF automatic that BMW uses. But that slight excess of noise at idle and under acceleration means we must reserve judgment – it seems a bit like how the BMW was, rather than how it now is.

We've seen enough, though, to know it's going to be a right royal battle between these two. **BM**



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TEN LITTLE-KNOWN FACTS ABOUT THE X-TYPE

HOW MUCH DO YOU KNOW ABOUT JAGUAR'S PREVIOUS GENERATION OF A SMALL SALOON?

1 FACTORY LOCATION

Jaguar considered various locations for building the new X-TYPE, including sites in Germany and even the USA. In the end Ford's existing Halewood plant was chosen, not just for financial, production and logistical reasons, but also because there was a strong feeling that an essential part of Jaguar's heritage was its Britishness. The decision was also backed by the British Government and, in February 1998, the then President of the Board of Trade – Margaret Beckett – announced a £43million package of support.

Jaguar Land Rover's Halewood factory started life as a Ford plant before production of the X-TYPE began in 1999



3 DESIGN

The X-TYPE's design is usually credited to Jaguar's late design director Geoff Lawson, but a young Wayne Burgess, the current production studio director, completed most of the work.



Wayne Burgess was responsible for the car's design

2 PRODUCTION

Jaguar took over the operational responsibility for the Halewood plant in 1998, when it was still producing the Ford Escort. Jaguar spent many millions, over £300m in fact, renewing more than 70 percent of the Merseyside assembly plant. Body-in-white, paint, trim and final assembly, sign-off, supplier and railhead facilities were all on site. While group leaders were sent to Coventry to become involved in the X-TYPE's development, Jaguar sent experienced employees to Halewood to induct the Ford workers in the history and culture of the firm.

The investment had a knock-on effect for the Escort, which had been built there since 1967. The demands of the premium car sector were very different to what Halewood was producing, and manufacturing standards on the last

Escorts produced improved by 50 percent in just 18 months. Thanks to the investment in paint booths, the cars delivered some of Ford's highest paint quality in Europe. The X-TYPE would later achieve best-in-class Paint Appearance in the JD Power US survey, a hotly contested and sought-after prize, which was retained in 2004 and again in 2006.



David Hudson, director of manufacturing operations, Jaguar (left), and the operations director for Halewood, Colin Tivey, on the X-TYPE's production line

4 SALOON BOOT VOLUME

At the time of its launch in 2001, the X-TYPE's boot was the biggest of any previous Jaguar saloon, delivering 425 litres

At its launch, the X-TYPE had the biggest boot in Jaguar's history



5 ESTATE BOOT VOLUME

The maximum load volume of the X-TYPE estate with rear seats folded flat is greater than that of the BMW 3-Series Touring and the Mercedes C-Class Estate, and an astonishing 20 percent bigger than the Audi A4 Avant.



The estate's boot was larger than any of its more established rivals



With four stars, the X-TYPE was the first Jaguar to be rewarded with a Euro NCAP crash rating

6 NCAP CRASH RATING

The X-TYPE was the first Jaguar to achieve a Euro NCAP crash rating, scoring four stars. At the time (2002), this was extremely impressive and class competitive, and it was achieved through clever body design incorporating impact-absorbing crash and shear structures, as well as high-strength steels (such as in the A-post screen pillars) and clever design features.

7 X-TYPE R

In the mid-2000s, Jaguar began developing an R version of the X-TYPE. It used a supercharged version of the 3.0-litre AJ-V6 producing around 300bhp. It would have no doubt followed its existing R siblings with wider wheels, boot spoiler, deeper front splitter and mesh grilles. In 2004, Jaguar North America planned to offer X-TYPE owners new body styling gear designed by the Californian design studio, Bonspeed. It even unveiled an X-TYPE with these styling aids at the Specialty Equipment Manufacturers' Association (SEMA) show in Las Vegas. With its aggressive looks, it more than hinted at what a possible production X-TYPE R could have looked like.

Unfortunately, although fast and considered by many to be the car the X-TYPE had promised to be, the project was cancelled. The transfer case mechanism was inadequate for the standard 3.0-litre with just 231bhp, but not for the substantial boost of the X-TYPE R, and it kept failing. It's thought a handful of examples were tested, with a couple still surviving in the hands of Jaguar.



The Bonspeed concept was a clear hint at how a possible X-TYPE R might have looked



Footballer Michael Owen was given a unique X-TYPE that was later sold for charity

8 CELEBRITY ENDORSEMENT

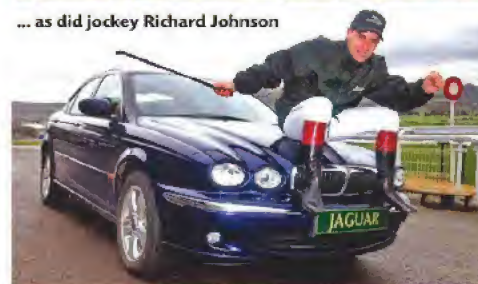
Liverpool footballer Michael Owen was given a special X-TYPE in 2002. Michael's signature was inlaid in the veneer and also featured on the rear windscreen. It also featured a specially commissioned football gear knob. Owen apparently drove the car for 700 miles before it was auctioned at Sotheby's in aid of the BBC's Sports Relief.

9 MORE CELEBRITY ENDORSEMENTS

Other sportsmen to drive an X-TYPE include the English rugby player Ben Cohen, and the jockey Richard Johnson. Formula 3 drivers James Courtney and Andre Lotterer were awarded X-TYPEs when they signed for the Jaguar Racing F3 operation in 2001.



English rugby player Ben Cohen drove an X-TYPE...



... as did jockey Richard Johnson

10 RACING CONCEPT

At the 2002 SEMA show in Las Vegas, Jaguar North America showed a unique Racing Concept version of the X-TYPE 3.0 AWD. It was built by Rocketsports Racing in Michigan (already competing in the Trans-Am Series using an XKR-bodied race car) taking inspiration from the European DTM racing. Rocketsports widened the track by 8in, shod it with three-piece, centre lock, 18in BBS wheels and added wider wheelarches that were joined longitudinally by aerodynamic rocker box sections. At the front, there was a deeper spoiler that incorporated a chin spoiler, and the rear had a full-width, racing-style wing. A new exhaust system was also fabricated, featuring dual pipes emerging from each side of the rear. The X-TYPE's production grille and headlights were unaltered for the concept and, staying true to Jaguar's R-Performance styling cues, the upper and lower front grilles were chrome mesh.



The Racing Concept took inspiration from competition cars of the era but was never competed



One direction

The 2.4 saloon was a bold design when it was launched in 1955, and it took Jaguar in a new direction towards small, sporty saloons that would later define the company. To celebrate the Mk 1's 60th anniversary we explore what made the car so great and drive a special 3.4 version

WORDS RICHARD BREMNER PHOTOGRAPHY MICHAEL BAILIE



CLASSIC DRIVE

MK 1

IT'S NEVER been the most favoured Jaguar. It's not even known by its correct name, and it was relatively short-lived. These factors, along with the fact that steel oxidises when exposed to air, make it a relatively rare sight at classic Jaguar gatherings today. But 60 years ago, the launch of the Jaguar 2.4 saloon was a major and riskily bold venture for Browns Lane, and not only because it was an entirely new model line for the company.

It was risky because it adopted a complex and fairly new technology, this being the first volume-produced Jaguar to use unitary or monocoque construction rather than the separate chassis and body of its previous models. It was also risky because its body was to be sourced from Pressed Steel, then the UK's leading maker of stamped steel panels and monocoques, and the investment necessary required that Jaguar sell 10,000 of these saloons annually to breakeven. Given that Jaguar had sold 8,979 vehicles in 1952, the year that work on the so-called Utah project began, it was ambitious.

Another model was certainly needed, though. Jaguar's early Fifties' range was small and disparate, and featured only the XK 140 sports car at one end and the grand Mk VII saloon at the other, with nothing in between. Though Utah's construction method created engineering challenges, at 2,800lb it was a usefully lighter car than the 3,696lb Mk VIIM. One of those challenges was achieving the right level of stiffness in the shell; another silencing the car's resonances, as its stressed steel shell acted like a drum. That led to the introduction of insulating subframes between body and suspension, and the deployment of sound insulation in plentiful wads. The engineer tasked with quietening the 2.4 was one Bob Knight, who would go on to become sufficiently expert in the automotive noise suppression field that Jaguar would lead it for decades.

The weight reduction came despite the subframes and insulation, and it initially lead Jaguar to consider using a twin-cam four-cylinder version of the six-cylinder XK that it had under development, this 1,970cc unit

producing between 95bhp and 105bhp. But concerns that the four-cylinder engine would take Jaguar into less glamorous territory, and that it was none too smooth compared with the six, saw it abandoned. Browns Lane had simultaneously been developing a smaller capacity six-cylinder XK engine, and eventually produced a 2,483cc unit that was good for 112bhp and 140lb ft of torque. It drove the 2.4's rear wheels via a four-speed Moss gearbox, a Laycock de Normanville overdrive being an option.

Utah's front suspension featured coil springs rather than the torsion bars Jaguar had previously been using, while at the rear a cantilever half-elliptic spring arrangement, trailing arms and a Panhard rod was designed to feed the wheel loads into the centre of the car, D-type fashion. The object here was to save weight by minimising the amount of structural reinforcement needed, but the most striking aspect of the 2.4's rear wheel and axle assembly was that you could barely see it – the wheelarches were filled with removable flush-fitting spats that left less





Heavy steering and cross ply tyres results aside Richard found plenty about the 3.4 saloon that was surprisingly up to date, or in the context of the late Fifties, ahead of its time

Below: The radiator blind chain pull hand control similar to the one Hawthorn had fitted to his car

Bottom: The boot mounted battery for improved weight distribution



CLASSIC DRIVE

MK 1

than half of each wheel and tyre exposed. This design feature also meant that the 2.4's rear track was considerably narrower than the front's for aerodynamic reasons, and the fact that the 2.4 drew heavily on the similarly spatted XK 120 for its design inspiration. The link between the two was instantly apparent from the front too, the oval vertical grille flanked by round headlights, while the 120's steeply tapering boot was echoed at the rear. Utah's style grew out of the sports car, just as Porsche's Panamera silhouette grew out of the 911 decades later. But, apart from providing a roof and four doors, the 2.4 also differed from the flat-sided sports car in the way that its clean-surfaced flanks arced in gentle parabolas away from the front wheels, before tapering towards the rears.

So the 2.4 looked low, sleek and pretty fast compared to the pool of rather patrician-looking British competitors that it would line up against. They included the Rover 75 (the P4), which was identically priced at £1,269, the cheaper Wolseley 6/90, the similarly bodied and dearer twin-cam Riley Pathfinder and the rather more expensive Daimler Conquest. Against this bunch, the low-roofed Jaguar looked the athletic saloon that it was, even if it could only just crack the ton.

It debuted at the 1955 Earls Court motor show, but only 32 examples were sold in its launch year, production not getting properly

underway until 1956. Buyers were offered a standard version and a special equipment model that provided a heater, rev-counter, folding rear-seat armrest, fog lamps, screen washers, a cigar lighter and courtesy switches for the interior lamps. At £29 over the £1,269 for the car itself, it's no surprise that most 2.4s are special equipments.

While the 2.4 was a big step forward for Jaguar industrially, from the customer's point of view it was not a car without issues. Those slightly disappointed with its performance could order one of three tuning kits boosting power to 119bhp, 131bhp or 150bhp, but in the United States, Jaguar's biggest market, the 2.4 was seen as underpowered. And it didn't stop entirely marvellously, either, with its all-round drum brakes.

Jaguar set about improving the car soon after its debut, and, just 18 months later, a much-improved 3.4 version was readied for spring 1957. However, following the evening of February 12, the company was rather less ready: a fire at the Browns Lane factory destroyed 270 cars, many from the new 3.4 launch stock. The fact that little production was ultimately lost is one of the legends of Jaguar, the company announcing the new model a mere fortnight later.

The 3.4 was the company's first 120mph saloon, out-accelerating the XK 120 and coming close to eclipsing the XK 140. The

source of its potency was the enlarged 3.4-litre version of the XK engine provided in the XK 140 and Mk VII, which with the so-called B-type cylinder head produced a mighty 210bhp in a car weighing 3,136lb – about the same as today's VW Golf GTi.

The Jaguar's transmission was strengthened to cope, and the Salisbury back axle was located by a more robustly anchored Panhard rod. Despite the 3.4 engine being a variation on the 2.4, its extra heft called for beefier front springs. It could have used beefier brakes, too, what with its quartet of drums, but it wasn't until late 1957 that discs became available, along with a near-essential Thornton Powr-Lok limited slip differential. Still, the Jaguar's sporting credentials were enhanced with a choice of power upgrades, a wire wheel option, and the overdrive available on the 2.4 version, which continued alongside. A Borg-Warner DG three-speed automatic could also be ordered. The 3.4 was identifiable by cut-away rear wheelarch spats that exposed a lot more of the back wheels and a wider grille, although the latter was soon standardised on the 2.4 as well.

Autocar tested a manual overdrive 3.4 in 1958. It had to wait more than a year for a test car (such was the emphasis on exports to the US), which recorded a 120mph top speed, 0-60mph in 9.4 seconds (truly rapid for the day) but a less impressive 16mpg. In





Top right: This car, a replica of Mike Hawthorn's, wears the same BRDC badge (on loan from the British Racing Driver's Club) that once adorned the racing driver's own Mk 1

Top: The car's 160mph speedo

Above: Discreet 3.4 badge showed other drivers you meant business

Below: The beautiful interior of Nigel Webb's immaculate Mk 1 sports a pair of very rare optional bucket seats

that same year, Jaguar made 11,605 examples of its compact saloon, happily more than the 10,000 it needed to break even. In the previous year, it managed 8,520 2.4s.

The 3.4 was Jaguar's compact saloon in its ultimate form before it became the Mark 2 that was launched in October 1959, this version truly cementing the car's reputation as one of the great Jaguar saloons. Because it was known as the Mark 2 and shared some engine designations with its predecessor, it wasn't long before the earlier version became known as the Mark 1 for ease of identification.

But all that came later. Right, now we're travelling back to 1957 in a car that is not only a very fine example of a Jaguar 3.4, but also something of a wheeled shrine to that model's most famous driver. Owner Nigel Webb's hero is Grand Prix World Champion Mike Hawthorn, who was famous for driving his carefully modified car hard and fast. He would eventually be killed in it, on the Hog's Back, in Surrey, on January 22, 1959, not long after he'd retired from Formula One racing.

Webb has a fine collection of Jaguars and an impressive array of Hawthorn memorabilia besides, including the very same BRDC badge that once adorned Hawthorne's car, on loan to him from the British Racing Drivers' Club. It's now attached to Webb's 3.4, a few inches above a number plate that is the mirror of Hawthorn's. It also sports a pair of the very rare optional bucket seats, a 160mph speedometer, uprated Marchal headlights and Radyot spots, a chain-operated hand throttle and a battery relocated to the boot for improved weight distribution, like Hawthorn's car. Webb has even installed exterior locks that all take the same key, just as his hero did.

That's the subtle stuff. Boosting this bottle green Jaguar's performance sufficiently to justify the 160mph speedometer has seen ▶



the installation of a pair of 2in sandcast SU carburettors, a revised intake that takes its air from one of the horn grilles in the car's nose, a pair of uprated cams and an XK 120 exhaust. The driveline hasn't escaped modification either, the car running a close-ratio gearbox, a limited slip differential and overdrive hydraulics that trigger its engagement at 22 percent higher pressure for speedier shifts.

Sporting all this may sound, but the most strikingly counter-intuitive aspect of climbing aboard this Jaguar is the feeling that you're arranging yourself in front of a highly polished wooden sideboard into which a series of gauges has been set. The high-end furnishings do not stop there either, veneered wood framing the door windows, West of England cloth upholstering the ceiling and green leather covering the seats. And those bucket seats look like something out of a sumptuous Fifties cinema with their green-carpeted backs. They don't feel old, though, their backrests fixing you in position as effectively as the sports seats of any modern high-performance car. As we'll soon see, that will be more than useful. The Jaguar's big, black, flat-spoked wheel is leather-edged for extra grip, which will also prove useful.

This car seems docile enough when you prod the small black starter button and hear the straight six fire. It settles into a subtly resonant, irregular throb until you sink the accelerator, its combusive beats massing to issue an amusingly tuneful hum. Then, you must wrestle with the Moss gearbox, its long-travel lever being worryingly easy to thread into reverse instead of first. And

This car seems docile enough when you prod the small black starter button and hear the straight six fire

double-declutching from third into second is a must for shard-free shifts. Throw in hefty steering effort (this the standard box favoured by Hawthorne, interestingly, rather than the higher ratio), and you have some acclimatisation ahead of you if you've just stepped from a modern car.

Mastering gearbox, clutch and low-speed manoeuvres are an enjoyable challenge, and it's not long before I discover that there's plenty about this car that feels surprisingly up to date. Or, in the context of 1957, well ahead of its time. Most obvious is the easy performance, the 3.4 surging forward with the creamy effortlessness for which Jaguar's are famed, overlaid with the assertive roar of a sports saloon. It's quick, and long-legged. It also steers with impressive accuracy, Webb's chief engineer Mark Walton having recently overhauled the entire mechanism to great effect. You can lean on a decent amount of stopping power, too.

All of this means that it's more than easy to approach a bend at some speed, but you'll need to be shedding a lot of it to get around the corner, because this car is riding on crossply tyres, just as it should for authenticity, their grip at times almost laughably slight. The corner in our photographs is a 90-degree right-hander, admittedly, and it's a touch bumpy with it, but it doesn't take much of a tickle to get the rear wheels sliding as you exit the bend.

Drifts I resist, but they're encouraged by the steering's precision and feedback, my arms working with some energy to keep the car on its trajectory. There's a fair bit of horizon-tilting roll, too, although you notice that less because of the effectiveness of the unbelted seat. Bumps you'll feel, but not sharply, the car's integrity remaining impressive over most surfaces. This Jaguar is rather entertaining. It's not hard to see how you could drive it with deeply satisfying rhythm and pace, as Hawthorne must have, and no doubt with a fair bit of drift through fast curves, too.

The 3.4 is the car that uncovered the real potential of project Utah, with its irresistible combination of a big engine in a (relatively) small car. It proved the appeal of medium-sized sports saloons of the kind that litter our roads today, most of them coming from Germany. But the XF that is the 3.4's descendent has clearly been suffused with the same potently engaging spirit, and it looks as if the new XE, a project almost as bold as the 1955 2.4, has a slice of it, too. **RE**

Thanks to: Nigel Webb for allowing us to drive his Mk 1. Nigel organises a popular Mk 1 day, held this year on 26 April, and all owners of the car are invited. Please e-mail letitia@exclusively-jaguar.co.uk for further information



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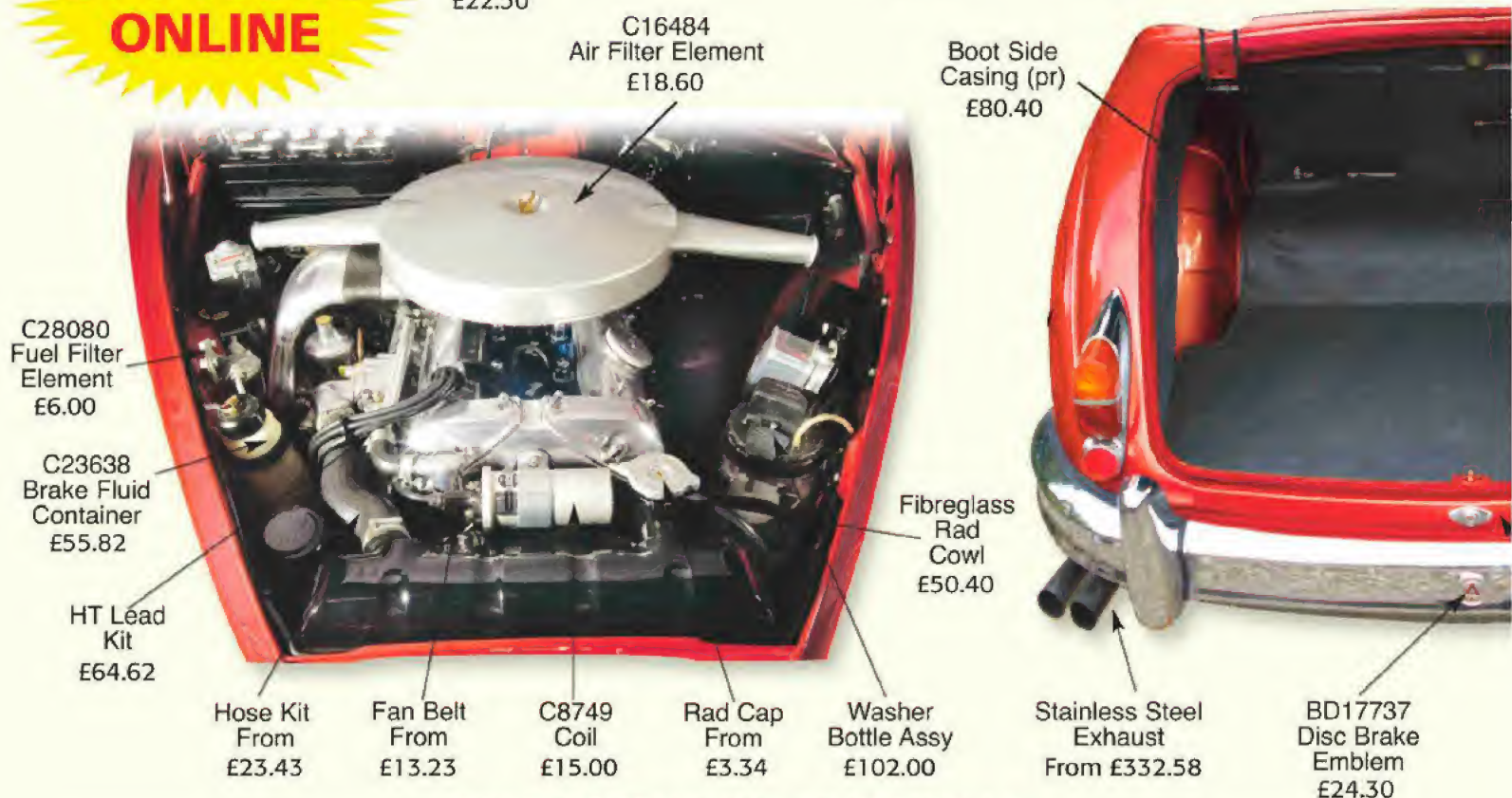
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INCEPTION

The long road from sidecars to the F-TYPE sports car began with the S.S.90 in 1935, the company's first true sports car. Expertly restored, we celebrate its 80th anniversary

WORDS JIM PATTEN PHOTOGRAPHS THE CHRISTIAN JENNY COLLECTION

AN UNLIKELY partnership was forged when Lyons saw a rakish motorcycle sidecar being made in a shed by nearby neighbour William Walmsey. Lyons wanted a part of it. So, despite a 10-year age difference, an agreement was made on Lyons 21st birthday (his coming of age), and Swallow Sidecars was formed on September 4, 1922.

However, while Lyons was driven, Walmsey was relaxed. With the backing of a wealthy family, Walmsey lacked ambition and was content to use the company to fund his hobbies. Lyons, though, pushed the company forward – first, through fitting Swallow coachwork onto proprietary motorcar chassis, and then in 1931, having a chassis specifically modified by the Standard Motor Car Company to accept their new low-slung model, the S.S.1. Mechanically, everything remained untouched

from the units supplied by Standard, the styling alone setting them apart.

Big chrome headlights, stylish grill and low-slung styling marked out the S.S.1 and S.S.2 open tourers of 1933 as sporty precursors of the sports cars to follow. Lyons was clear about how the company would progress and had his own vision of the future. Walmsey, however, was still dabbling around with his hobbies – to the extent that it was impacting on the workshop time within the company. He had little interest in making any real contribution to future products, as was evidenced by a one-off S.S.1-based two-seater, built in isolation and purely for his own use just a few months before his own company's production two-seater would be introduced.

Shares of SS Cars Ltd were available from January 1934. Walmsey had already been making noises about early retirement so, in

January 1935, Lyons arranged to buy out Walmsey by mutual agreement, who retired with a considerable fortune to add to the healthy sum he would inherit from his father's estate. Lyons was now the senior shareholder and finally rid of his partner. Incidentally, the Walmsey two-seater KV 8011 still exists and is being restored by Brian Beni in America.

Any sporting pretensions previously offered by SS Cars were purely decorative. Still without a decent engineering department, any thoughts of performance were severely hampered by the restraints set by the power plants from Standard. At least a lightweight chassis and body could be built to maximise what was mechanically available. By taking an S.S.1 chassis and removing 15in from the mid section, the track was reduced to 8ft 8in. This did mean the loss of the chassis cross-bracing, but rigidity remained sound. The big, flat, semi-



SS Cars linked its name and potential speed together and came up with S.S.90. (Note that this would be the last S.S. with fullstops between each S. Later cars were referred to simply as SS.)

With a close family resemblance to the S.S.1, the new sports car seemed much more dramatic. A long fully louvred bonnet stretched ahead of a folding windscreen to terminate at a heavily chromed radiator surround, graced each side by a pair of Lucas QBD 166 S headlights. Separate wings flowed over the 18in diameter Rudge-Whitworth wheels, to briefly act as running boards beneath the rear hinged doors, before rising once again, kicking up at the edges to cover the rear wheels. At the back, the rounded tail sloped, the spare wheel being recessed into the area covering the fuel tank. Fabulously attractive, this feature did not make it into regular production on account of being both impractical to manufacture and negating luggage room.

The stunning car set Jaguar on a familiar path, that of value for money, the S.S.90 immediately being declared a £1,000 car – for £395. Despite the sidevalve engine, the prototype proved brisk enough for Lyons himself to post a time of 64 seconds as he demonstrated a production S.S.90 registered AVV 477 on the Blackpool seafront during an S.S. Car Club Rally. Production cars would

feature a revised rear end, not that dissimilar to the later SS Jaguar 100 announced in September the same year. Just 23 S.S.90s were made, including the prototype.

Unlike in later years, the prototype would have a busy life, as chronicled by its current custodian, Christian Jenny, in his book *The Jaguar Sports Car Collection* – a personal endeavour in which Christian relates the stories behind his Jaguar collection. Given the colourful nature of its life, we can only be grateful that it survived at all.

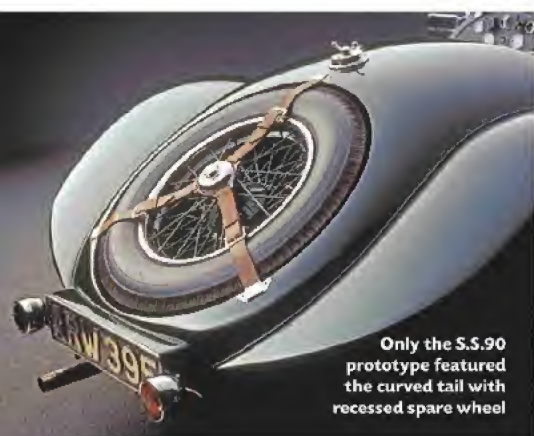
SS Cars (yet to be called Jaguar) handed the S.S.90 over to a gentleman racer, the Honourable Brian Lewis (later to become Lord Essendon), to compete as a private entrant in the 1935 RAC Rally (which didn't go too well due to the rather daft driving tests then required on rallies). Hillclimbing was a popular pastime as it gave the opportunity for drivers to pit their cars against others on a measured distance of twisty turns uphill. It was a useful tool for manufacturers to gauge their products, too. Lewis once more drove the prototype, this time up the legendary Shelsley Walsh hill. Although coming in third in class, he was just a second behind the fastest car, a sorted Alvis.

It is assumed that this S.S.90 hung around the factory for a while until being released in 1937, still with its original registration number ARW 395. From the

elliptic road springs were rated for the lower weight while Andre Telecontrol friction dampers were fitted all round, incorporating the facility of an adjuster knob on the dashboard. Oh for that feature in an E-type!

What tuning could be done on the sidevalve 2,663cc Standard engine was done, limited by design to higher compression and a modified camshaft. Carburettors were twin RAG, which proved to be dreadful, most owners swapping pretty quickly to Solex. The gearbox was largely unaltered and remained the same four-speed unit as used on the 20hp S.S.1 tourer, driving a regular rear axle. S.S. Cars might not have had an engineering department, but they did have the fertile mind of their founder. Each model he penned proved a masterpiece of its time. Guessing at the maximum speed of 90mph,





Only the S.S.90 prototype featured the curved tail with recessed spare wheel



Fabulous curves. Interior shows two large Bakelite knobs used to adjust the dampers

glamour of prototype status, it entered a real-life Boy's Own adventure, passing into the hands of Hugh Kennard – later to become wing commander in 1949. During his ownership of the S.S.90, he served with 66 and 610 Squadron RAF, flying missions over Dunkirk and engaging the enemy over the South of England. When promoted to flying officer, he led the 306 Polish Fighter Squadron as flight commander, and saw action during the Battle of Britain in Hawker Hurricanes. The S.S.90 was sold during the Forties, but Kennard went on to gain the Distinguished Flying Cross in May 1942 after engaging eight enemy aircraft while piloting a Spitfire. He shot down two enemy aircraft, a possible third, and a fourth was damaged. Kennard obviously had a soft spot for his 90, as photographs survive of it alongside the first Spitfire delivered to the RAF at Duxford. He was shot down in the July, but survived, only to be wounded again in October. Suffice to say, he had a fulfilled life, always associated with aircraft before passing away in 1995.

The next buyer was likely to have been a friend of Kennard's, but little is known



Still at Duxford, the rear end is clear in this shot and would have been a perfect reference



Under scrutiny at Pebble Beach



Sidevalve Standard engine is a gutsy performer, seen here on Solex carburetors

except that he lived in Rye, East Sussex. The car resurfaced in 1952, offered for sale at Bray Motor's in the West End of London where Peter Tucker bought it. Pete, as he was known, was at the forefront of the UK stock racing scene and later wrote a book on his times, *The Thrill of the Century*. He reported good fun with the prototype and even had a metal cover made for the spare wheel. His other activities prompted a sale later that year and a string of owners followed, including Lieutenant Wilson and the Warner Brothers of holiday camp fame.

For current owner Christian Jenny, one of the previous owners – Neil Winward – was particularly significant as not only was Neil able to add to the history of his tenure in the Fifties, providing both information and photographs, but they became friends. Sadly, by the time Neil had taken ownership, the prototype had been got at. Cycle-type wings replaced the elegant flowing wings while the hood was a dreadful home-made job. Embarking on family life, Winward sold the car to dealer Jack O'Lantern. More owners came and went, although there was one lucky escape: NA Thomas, a serving

police officer, had the idea of converting the 90 into a hot rod special, complete with a Dodge V8 engine. Luckily, Thomas went to South Africa before he violated the prototype any further and left the car with Harry Clarkson, his mechanic. Clarkson was apparently known to the police in other ways than simply being friendly with the previous owner – he had a string of convictions to his name. But, he scooped up the remains of the car (the chassis, engine and various large sections in boxes) and sold it on to a market gardener in Bradford.

It was by pure coincidence that the late and much-missed David Barber (who would later join the classic car movement and become one of the world's expert restorers of SS, especially the 100) happened to visit the market garden during the summer of 1961. Leaning against the fence was a chassis that he immediately recognised – even back then he had enough knowledge to identify it as the prototype S.S.90, marked out by the modified centre section. Further enquiries led to a deal to include the infamous Dodge V8, which Barber apparently dumped in the first scrap yard he came across.

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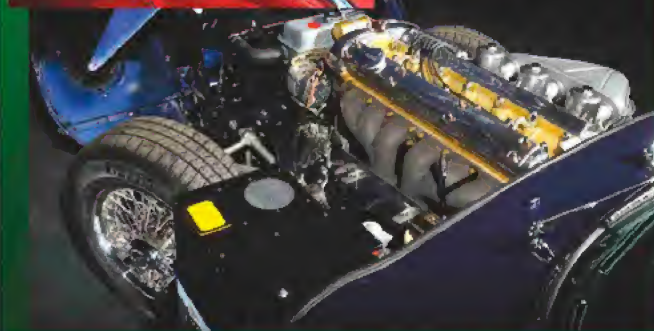


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S.S.90 prototype (left) with the first production car, delivered new to Captain John Black

in 2010, where it scooped three prestigious awards. In 2006, Christian acquired the first production S.S.90 as supplied to Captain John Black of Standard Cars and has some interesting observations on its performance. Sir William Lyons is often quoted as saying that when fitted with the sidevalve 2,663cc engine it couldn't pull the skin off a rice pudding, which is puzzling. Having lived with a brace of S.S.90s, SS Jaguar 100 and XK 120, Christian is in an excellent position to make an informed judgement. With no period road test figures to go by (except, perhaps, the 90mph maximum speed), Christian – and Lewis before him – attempted to fill the gap. Lewis reckoned the 0-60 dash to take 11-12 seconds, a figure that Christian agrees with. Set this against the standard of the day, and the car proved no slouch.

About a dozen years ago Christian proved to a visiting friend, Tony Dudmesh, that the 145km/h was indeed possible.

However, it is in its road-holding ability where the 90 excels. Christian rates it above the 100 in that respect, giving credit to the immensely efficient Telecontrol damper system. With fine adjustments made from a dashboard control, the driver can alter the settings from the seat, perfect for driving over a course with varying conditions. The brakes, however, do need consideration. Cable operated, they demand the very best of materials and expert setting to extract the maximum from them. Christian adopts the principle that if he drives hard he should give the car a chance, and every mechanical component operates at the peak of its efficiency.

To mark the 80th anniversary of the S.S.90, along with the 60th anniversary of the 2.4 saloon, Georg Donni in association with the Jaguar Drivers' Club Switzerland is organising a three-day tour based around the Champagne region in France, to include the old Circuit de Gueux (Reims). It is hoped that half of the S.S.90 production cars will be present – it will definitely include both cars from Christian Jenny. For more details, email: gbd@jaguarclassic.ch www.ss90-mk1-celebration.com 📧

For years, the remnants of this most important car languished in the corner of Barber's workshop, until the spring of 1993 when he finally made the decision to pull back the covers and start the restoration. However, Barber hadn't been idle during that time: those years were spent in research and collecting the parts needed for the eventual restoration. Help came from a wainwright (skilled in the manufacture and repair of horse-drawn wagons and carts) by the name of Roger Wing, who was able to recreate the original timber frame using the surviving sections. Astonishingly, Roger obtained his timber from the same yard as used by S.S. Cars. With access to original drawings, the restoration progressed to the stage where the body went to Bob Ford in Basingstoke to receive the aluminium body. Tragically, David Barber was diagnosed with cancer in 1993 and although he doggedly carried on with the restoration he passed away in January 1996. David had made it known that if he could not finish the project, it should be sold to Christian Jenny. Christian purchased the car and all available parts from David's widow and immediately shipped it in a container to Jaguar specialist Terry Larson in Mesa, Arizona, USA.

Barber had amassed a considerable history file with the car, which included invaluable photographs sourced from Hugh Kennard, and with help from his associate Gregg Perry, Terry was able to take up the restoration where Barber had left off. There was also an ace to be played: legendary personality and



racing driver, AF Rivers Fletcher knew the car in period. In fact, he had accompanied Brian Lewis to Shelsley Walsh back in 1935. In his later life, Rivers toured the country giving entertaining talks about his time as co-founder of BRM (British Racing Motors), plus a host of racing-related stories from those halcyon days. His memories of the S.S.90 prototype were as sharp in 1996 as they had been in 1935, and he was able to furnish Larson with many tangible facts, often as basic as the various interior colours. The RAG carburettors had been abandoned in period, to be replaced by a pair of efficient Solex BFR units.

Larson finally completed the restoration ahead of the Pebble Beach Concours d'Élégance in 1998. After an extremely eventful life, with a long period of slumber, the prototype was back in the limelight to take second in class at the world's most prestigious event. Then, the S.S.90 moved to Switzerland to its current custodian, Christian Jenny. In May 1999, this significant Jaguar joined a growing and impressive Jaguar collection.



Christian doesn't collect ornaments; he likes to use his cars. A selection of events he has attended include The Concorso d'Eleganza Villa d'Este on Lake Como in 2002, the Klausenmemorial Race the following year, a return to Villa d'Este in 2009, and back to the Pebble Beach Concours d'Élégance

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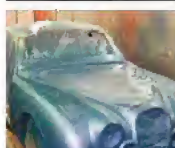
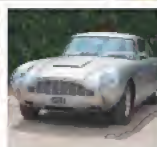
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Perfect storm

Created by an independent specialist in the mid 2000s, the 450bhp Typhoon was no ordinary X100 XKR. We've tracked down one of the 20 built

WORDS & PHOTOGRAPHY **PAUL WALTON**



Naming cars isn't an easy business. It needs to be a simple, memorable word and yet still conjure up the right image for the car. Take the Metro: a great example epitomising simple, urban transport.

Then, there's the Ampera, an electrically powered Vauxhall. Bad examples are the Ford Probe (sounds too medical) and the Renault Wind (just, no). Then, there is the Honda Vamos Hobio Travel Dog (look it up).

Thankfully, when British sports car specialist Racing Green produced an even more powerful version of the X100 XKR, it gave the car an appropriate moniker; with its 4.2-litre supercharged V8 now producing 450bhp, it could only have been called the Typhoon – they were faster, tauter and wore an Arden bodykit. Just 20 of these XKR's were built in the early 2000s and, today, the cars and their perfect name have almost been forgotten. ►



ROAD TEST XKR TYPHOON



The person responsible for the name – and the car itself – was Chas Whitaker. He'd previously developed the Chasseur Stealth (a 340bhp, twin-turbo version of the XJ40) and, as a former RAF man, he often chose aircraft names for his modified Jaguars. The car that followed the XJ40 was a 4.2-litre, turbo-charged X300 called the Tornado.

With a new investor coming on board in the late Nineties, Chasseur morphed into Paramount Performance and Chas turned his attention to the X100 XKR. "I thought the supercharged V8 was potentially capable of being modified without needing a large amount of development money," he explains.

This was initially achieved by a smaller crankshaft pulley, giving more boost. But the modifications didn't end there because Chas also used parts from the Arden tuning range from Germany. With revised induction, improved cooling and a specially designed and developed exhaust, the end result was the Paramount 450 Grand Prix.

Paramount also modified an X308 XJR for the chairman of specialist tuners Racing Green. "He was investing heavily into his company," explains Chas, and was so taken by the car he invited Chas and his engineering team to join him.

So, Chas moved to Racing Green's Hampshire premises to lead the company's Jaguar performance and styling division. He and his team continued what they started at Paramount, this time using the 4.2-litre XKR (which had replaced the 4.0 in 2002) as the basis. Following a similar method to that used for the Paramount Grand Prix car by again using Arden tuning parts (for which Racing Green had become the sole UK agent), and uprating the engine to 450bhp, they created the Typhoon. ►



ROAD TEST
XKR TYPHOON



ROAD TEST XKR TYPHOON



It cost £68,000, £8,000 more on the X100 XKR 4.2-S list price in late 2005, but what made the Typhoon great value for money was an upgrade package worth nearly £17,500. Meanwhile, its estimated 0-60mph time of five seconds put the car on a par with the Aston Martin DB9, which in 2005 cost £35,000 more. Plus, as only 20 were built, they made the Aston seem more like a mass-produced hatchback. (A further 20 cars, dubbed the Tempest, that had the styling but not the engine mods were also created.)

Says Chas, "Our products filled the niche that Jaguar hadn't gone into while producing cars for 95 percent of the market. Ours were aimed at the top five percent. Today, I think it would be incredibly difficult for someone to do what we did because Jaguar itself has done it with the F-TYPE, as well as the late XKR. All the things we changed, mainly deepening the exhaust sound, improving the performance and beefing up the styling, are now achieved at the factory."

Bought by collectors and connoisseurs alike, most Typhoons have disappeared, squirreled away from prying eyes by their over-indulgent owners. But one, car number seven, recently popped up on *Jaguar World's* radar...

This Platinum Silver XKR Typhoon, for sale through specialist dealer Great British Classics in Surrey, was registered in 2002, but its thought the Racing Green conversion was carried out in the mid-2000s. It looks much younger than its 13 years would have you believe, possibly a result of the suspension being 25mm lower than standard, which gives the car a more edgier look, while the subtle Arden bodykit reminds me of the X100's final facelift from 2004.

The side sills flow around to a deep rear faring while the rear valance encompasses two meatier-looking tail pipes. The aggressive 20in three-piece alloy wheels (costing £5,000 for the set when new) and the slightly recessed mesh grille complete the visual makeover. One thing is missing – or rather several things – because current owner Martin Port removed all of the many Arden badges, thinking them too tacky for a car like this. The interior is largely untouched, the chrome rings around the dials being similar to those fitted to the 4.2-S run out model from 2005/06. They lift the dark veneer to make the cabin that bit more interesting as do the Arden polished aluminium pedal pads.

Its modifications have been subtle, but those with a keen eye will realise there's something special going on beneath the louvered bonnet because



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the Typhoon features an ECU upgrade, a revised intercooler, increased supercharger speed and a special air filter. When I turn the key, it's immediately obvious the exhaust system hasn't been left untouched, either. A deep, baritone rumble fills the air, loud enough to make an F-TYPE R go crying to its momma. Chas tells me that a lot of time and effort went into the exhaust system and it was built by the company used by McLaren's F1 team.

Sadly, this car isn't fitted with Chas' innovative push-button gear change, which was developed from Racelogic's system and predated Jaguar's own paddle-operated system by a number of years. Reports of the day (including by our own Phil Weeden way back in the March 2006 issue of *JWM*) said it worked well. I would like to have experienced it myself. All cars kept the standard six-speed automatic gearbox that copes well with the extra power of the Typhoon's modified V8.

Gently squeeze the throttle pedal and the 'box instantly kicks down, unleashing a huge wave of torque that propels the car forward with an almost unnatural force. The acceleration is so instant it takes a millisecond to absorb it – for my consciousness to catch up and realise how fast we're travelling. The loud exhaust note is matched by a whine from the supercharger that seems louder than normal and is missing from today's supercharged Jaguars, which makes the XKR feel even more exciting.

The steering is perfectly weighted and very sharp – the slightest twitch on the steering wheel is followed immediately by the same action at the front. With its lowered and beefed-up suspension, the handling is beautifully controlled, and although I am more

aware of the quality of the road surface passing beneath the tyres, the new springs rates are well chosen. There's still plenty of absorbency and since the XK's CATs system was retained, the Typhoon never becomes ungainly over uneven ground. As a result, its abilities as a long-distance cruiser are untouched – what the Racing Green package achieved was to awaken the sports car within the X100 XKR and bring it more to the fore. Saying that, if the company offered the same modifications to the XK convertible, I don't think it would have worked quite as well.

The only element going against the Typhoon at the time was the then-new X150. As it was on sale around the same time, the previous generation of XK – even a nicely tuned one like this – was always going to feel old fashioned against its new, crisply designed replacement. Yet, ironically, the Typhoon's noise, performance and sharpness reminded me of a very late X150 XKR.

I've driven plenty of modified X100s in recent years, but none have been as well sorted or have a performance as determined as Racing Green's. A little more handsome than standard, faster too and yet still discreet – it achieves every goal a modified car needs to if it's to be taken seriously and, in the case of the XKR Typhoon, be one that's worthy of its name. 🏁

Thanks to: Great British Classics.
The car can be viewed at its Surrey premises
(www.greatbritishclassiccars.com/
01483 338 904)

XKR Typhoon 450

Engine 4196cc, V8 SC

Power 450bhp

Torque 450lb ft (estimate)

Top speed 155mph (limited)

0-60mph 5.0secs (estimate)

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NAILING THE type in E-type is possibly one of the most confusing areas in Jaguar lore and probably the source of more questions than anything else. What is a Series 1? Come to that, what is a so-called Series 1½? Hopefully, we can redress these issues and offer some clarity through the grey areas.

From 1961 until 1968 Jaguar soldiered on with the E-type, hardly altering the name at all. Acknowledging only a change in engine size from 3.8 to 4.2, the model was simply called E-type. Eventually, in 1968, there were sufficient changes to accept the inevitable: Series 2 was added to the title

The obvious change of deleted headlight covers in 1967 prompted enthusiasts to

retrospectively dub this period of 4.2 E-type the Series 1½. But, with so many changes throughout its life, the series could be split into quarters – making it even more confusing – with the 3.8 alone going through early, mid- and late-life changes. The early 4.2 period was relatively quiet until 1967, when a raft of modifications were introduced, prior to the Series 2. You might reasonably ask, ‘Who cares?’ and you would be right. The E-type is still a car to be reckoned with, so does it matter about the occasional change here and there? For many, yes it does. So here goes. It will not be a listing of every change, for that check out the excellent Factory-Original Jaguar E-type by Anders Clausager. However, I hope to give you a better understanding of the obvious features.

In the beginning, there was that fabulous shape and for anyone with blood coursing through their veins, it was enough. But beauty really was just skin deep, and there were problems. In the early honeymoon days, most people forgave the flaws as a decent trade-off for the performance and handling. It is important to remember that the car was advanced for its day, offering technology not necessarily available elsewhere, yet in a way that made the limitations even more difficult to accept. Those early cars – all 14ft 7.5in of it – were extremely cramped. Anyone over 5ft 10in tall had trouble fitting in, let alone a six-footer. To compound the situation, the footwells were flat – leaving taller drivers struggling to get their feet



A QUIET EVOLUTION

Does the specification of the Series 1 E-type confuse you? We guide you around its development

WORDS & PHOTOGRAPHY JIM PATTEN

anywhere near the pedals. Contrast that to the MGA, which, at 13ft, had abundant room. So, when the likes of the Duke of Kent and Graham Hill started to complain, something had to be done.

Around 500 cars were produced in the raw state before serious modifications began, not including the pre-production versions, of course. The bonnets were under constant scrutiny, but the first issue to be addressed was opening it. This was originally achieved by seeking out a T-key, hidden in a little pocket. Then a lock each side of the bonnet was released to affect the opening. A far simpler remedy was to have internal catches, one each side of the car, in the A-post. They remained like this for the rest of the E-type's production. On introduction,

those lovely louvres were inset; that is, a hole was left in the bonnet to allow the louvre 'pack' to be spot-welded into place. For production purposes, it was far easier to simply stamp the louvres into the bonnet during manufacture. This raft of changes, along with a number of detail upgrades, such as changing the screen surround to thin chrome, took place during the end of 1961.

Almost from the start, people had been complaining about the lack of driver space. The cockpit was extremely cramped with nowhere for the feet and little in the way of seat adjustment. The seat itself came in for criticism, too, especially the so-called steeple back versions on the open car, narrowed at the top to allow the hood frame to move. Colloquially known as the

flat-floor cars, they were indeed just that. Various alterations had been carried out at the factory to drop the floor pan slightly on selected cars, which would greatly ease the situation. It wasn't until January 1962, though, that the improvement made it into production and, by then, well over 2,500 cars had been made. In May, scoops behind the seats were introduced to liberate more rearward adjustment. At the same time, the engineered finish on the aluminium dash changed from dot to cross hatch. Aluminium went in 1963, replaced by vinyl with a centre arm rest/storage compartment fitted, while doors also gained an armrest. It is probable that the radiator was changed from aluminium to the conventional copper/brass item at that time. ►

While these changes might be considered production updates, sufficient changes in August 1964 could have been enough for Jaguar to alter the name. In a way, it did. By recognising the introduction of the 4.2-litre engine, the E-type was simply identified as E-type 4.2. Only the Jaguar script appeared on the 3.8, no E-type or 3.8 reference could be seen anywhere except the hornpush. Now, though, the full works were shown, E-type Jaguar 4.2. This badging apart, visually there was nothing to distinguish the 3.8 from the 4.2-litre, but a considerable amount of development had taken place under the skin.

The most obvious change was to increase the engine capacity from 3.8 to 4.2. While this gave no power gains, the useful increase in torque allowed the car greater flexibility. It also now had Jaguar's own, excellent, all-synchromesh gearbox – and, in many ways, this was of more importance than the engine size. With these mechanical changes came

an alternator to replace the basic dynamo to improve the charging system, while a pre-engaged starter also brought benefits. No changes were made in the actual braking system, retaining the original Dunlop square-style pads sitting on 2 $\frac{1}{8}$ in diameter caliper pistons (1 $\frac{3}{4}$ in at the rear), but assistance was by in-line vacuum servo, rather than the always-marginal Kelsey Hayes bellows booster.

Great strides were made to the interior with the introduction of wider seats offering pleated leather panels to give much-improved levels of comfort. The seat backs could now be tipped forward to allow hood-frame clearance. Yet, despite all of these improvements, the E-type remained a difficult car for anyone over 6ft tall. If the driver could slip behind the wheel, however, the rewards were considerable. None of the original performance or crisp handling was lost. In fact, when radial tyres were available in October 1965, things only got better. Straight-line speed and the standard acceleration figures of the two models were on a virtual



The arrival of the 4.2-litre engine allowed an expansion of the script

par. Where the torque paid dividends was in the mid-range. In real-life conditions, the 4.2 proved the quicker car on cross-country routes and by far the more comfortable.

From the outset, a four-seater E-type was always envisaged, although it wasn't until 1965 that the 2+2 model joined the range. Identical from the front bumper to the bulkhead, an extra 9in were added to the doors while the roof was raised by 2in. Unfairly declared ungainly by a few, Jaguar had achieved the impossible: introducing a rear seat, massaging the dimensions and retaining the E-type essence. It may have lost a little in performance, but the 2+2 remained a quick car, with the added dimension of being eminently practical. The longer wheelbase also allowed the use of an automatic gearbox for the first time in an E-type. As if to vindicate the style, the longer-wheelbase platform continued as the only format for the Series 3 E-type when the open car shared the same platform. No coupe was ever offered.



Seats on the 4.2 remained essentially the same throughout. This S1½ has the flushed doorhandles, but retains the toggle switches



A 2+2 joined the range in 1965. This is a prototype

NOMINAL CHANGES WITH CHASSIS NUMBERS

July 1961. Narrow windscreen chrome fitted on open cars: from 850088, 875310

Aug 1961. External bonnet locks replaced by internal bonnet locks: from 850092, 860005, 875386, 885021

December 1961. Bonnet hinge by bolt, rather than stud: from 850239, 860139, 876458, 885385

January 1962. Flat floor replaced by footwells. 850358, 860176, 876582, 885504

May 1962. Rear bulkhead recessed to allow extra movement to seats: from 850527, 860581, 877356, 886093

October 1962. Engineered dot finish on instrument surround and console replaced by crosshatch section: from 850610, 860913, 878302, 887132

May 1963. Doors fitted with armrests: from 850724, 861189, 879496, 888698

July 1963. Instrument panel and console finished in black vinyl: from 850742, 861230, 879803, 888984

4.2-litre from August 1964 featuring: all-synchromesh gearbox, alternator, pre-engaged starter, in-line vacuum servo

September 1965. Glovebox lid, on 2+2 only

October 1965. Radial tyres

These big improvements were deemed sufficient for almost two years. However, by mid-1967 a whole succession of makeovers began that would leave enthusiasts to retrospectively label this period the Series 1½. It is almost impossible to tie down precise chassis numbers for these changes, but by tracing back through part number changes, a fairly accurate timeline can be arrived at. Prior to the accepted Series 1½ in May 1967, the so-called curly-hub wire wheel was smoothed out. Then, in June, fluted cam-covers replaced the polished aluminium covers. The new cam-covers were certainly more rigid, not as prone to leaks around the base, and did not dull so quickly – yet people still love the polished covers. It has been said that the later covers were inspired by the Coventry Climax F1 engine, then under Jaguar's banner. So far, though, these alterations were far from visual.

In July, the biggest affront to the purest eye was the deletion of those delicious headlight covers. Many reckoned it was a travesty to disfigure Jaguar's masterpiece. It was like drawing a moustache on Michelangelo's David. Sometimes the truth



Early 3.8-litre engine with the pumpkin-colour cylinder head



Only the open headlamps differentiate the S1 ½ from the S1



Opening the bonnet went from T-key to internal catches



Open two-seater seats looked the part but were not very comfortable

hurts. The original covers were simply not up to the job. Whatever light was produced was negated because the covers did an excellent job of filtering it out. For such a fast car, the night-time lighting was severely compromised. Jaguar's answer was simply to remove the covers and fit a chrome finisher around the raw edge. This did improve matters, but it was found that the headlight was too far back, causing refraction as the beam hit the headlight scoops. The situation was finally resolved when the light was moved forward with the Series 2.



Look carefully and the edge can be seen in the bonnet, with the louvers set below

As if the body scars were not enough, US legislation against harmful emissions would result in draconian solutions. In truth, the world was choking and something had to be done, but, with little knowledge of the subject, manufacturers were hamstrung. Jaguar could find no workable resolution and was forced to resort to using a pair of smaller Stromberg carburettors, along with other detail changes. Power was slashed at a stroke, an automatic car reduced to slug-like performance. Emissions were judged under strict criteria and had nothing at all to do with real-life driving. With the SUs using less fuel and the Strombergs notoriously difficult to keep in tune, the original set-up proved the better option. (Development, of course, had to start somewhere and would eventually lead to the extremely clean cars we have today.) There was good news, too, when in April 1968 a new vertical-flow radiator with twin cooling fans proved a vast improvement.

Legislation had an impact on the interior, too. Various studies had revealed that protruding objects offered a greater risk of injury during a collision, which obviously



Regardless of type, the view ahead remains the same

lessened when they were removed. For Jaguar (and other manufacturers), this meant replacing the period toggles on the switches with smooth rockers, while window and door handles were either flushed off or, like the door handle, fitted into a recess. Even the mirror became breakaway. Detail softening of various items of padding was also implemented. This all began in March 1968, ahead of the announcement of the Series 2 in October, when these and many other changes warranted the subtle change of name to Series 2.

Mention should be made of the cylinder head colour, too. Carried over from the XK 150S, the early E-type 'head was finished in an orange hue. This was soon replaced by gold but, in 1966, colours disappeared altogether. The 'heads were left in plain aluminium with a colour blob at the back of the 'head to differentiate the type. It's also worth knowing that Jaguar never referred

to its open car as a roadster. It would always be an open two-seater.

The above changes make up the tip of a very large iceberg and, obviously, are not a guide to restoration. However, they do provide an overview of the evolution of the E-type that, hopefully, guides the casual observer through the idiosyncrasies of what became a complex situation, especially 1967 to 1968. Carburettor type apart, one E-type drives as well as the next. The 3.8s can be a little clunky with their Jaguar-built Moss gearbox and curious brake booster, but for many that is part of the charm. Master it, and the car can be driven very quickly indeed. But, for most, the 4.2 with its all-synchromesh gearbox, vacuum servo and improved seats is the most useable. With an identical silhouette and like-for-like body components, the same visual effect is enjoyed while the driving experience is enhanced by the improvements. Today's trend of modifying and upgrading is nothing new: in period, as soon as owners could get their hands on the later parts many of these upgrades were retrospectively fitted, an all-synchromesh gearbox being the most popular. It is the shape that everyone loves and, if the driving experience can be improved, then so much the better. ■



Left: Curious brake booster on the 3.8 cars is effectively a bellows



Body was identical to the 4.2-litre; the changes were under the skin



In an effort to improve efficiency, covers were removed on the S1½



Classic E-type with headlight covers

RETROSPECTIVE SERIES 1½ DEC 1967-OCT 1968

	RHD	LHD
OTS	1E 1864	1E 15889
FHC	1E 21584	1E 34250
2+2	1E 50975	1E 77645

KEY CHANGES

May 67. Smooth-hub wire wheel

	RHD	LHD
OTS	1E 1814	1E 15535
FHC	1E 21518	1E 34339
2+2	1E 50912	1E 77475

June-October 1967. Fluted cam covers

July 1967. Deletion of headlight covers

	RHD	LHD
OTS	1E 1864	1E 15889
FHC	1E 21584	1E 34250
2+2	1E 50975	1E 77645

August to October 1967, USA market only. Three SU carburettors replaced by twin Zenith-Stromberg units. Vertical-flow radiator with twin cooling fans on some cars. Revised dash with rocker switches, cubby box lid and heater controls on US cars

September 1967. Limited slip differential discontinued as standard (not USA)

	RHD	LHD
OTS	1E 1887	1E 15982
FHC	1E 21620	1E 34603

March 1968. Revised dash with rocker switches, cubby box lid and heater controls on all markets

	RHD	
OTS	1E 2039	
FHC	1E 21784	

April 1968. All cars with vertical-flow radiator and twin cooling fans

	RHD	
OTS	1E 2051	
FHC	1E 31807	
2+2	1E 51213	

June 1968. US Federal-spec doors, casings and linings fitted to all RHD cars



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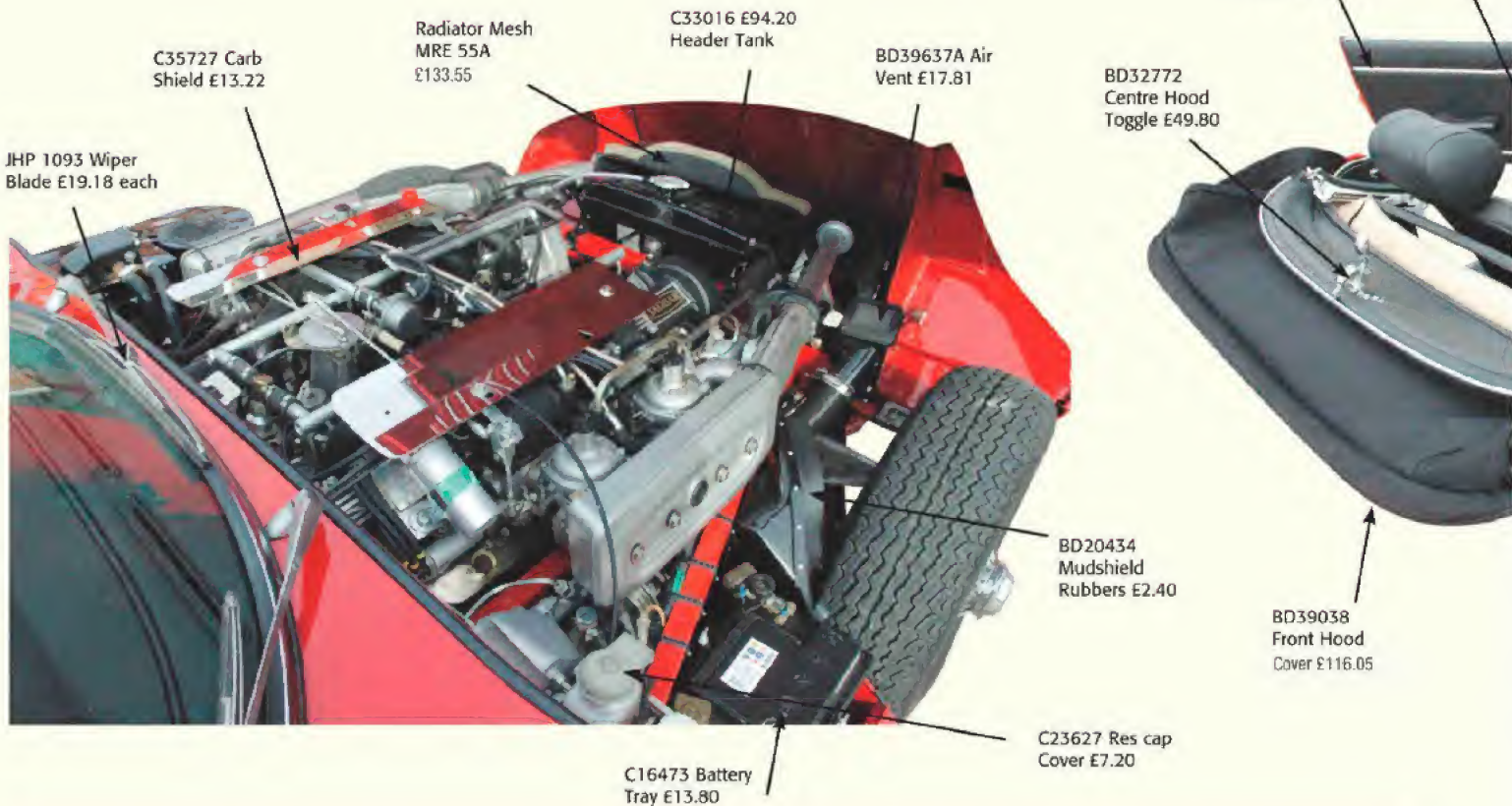


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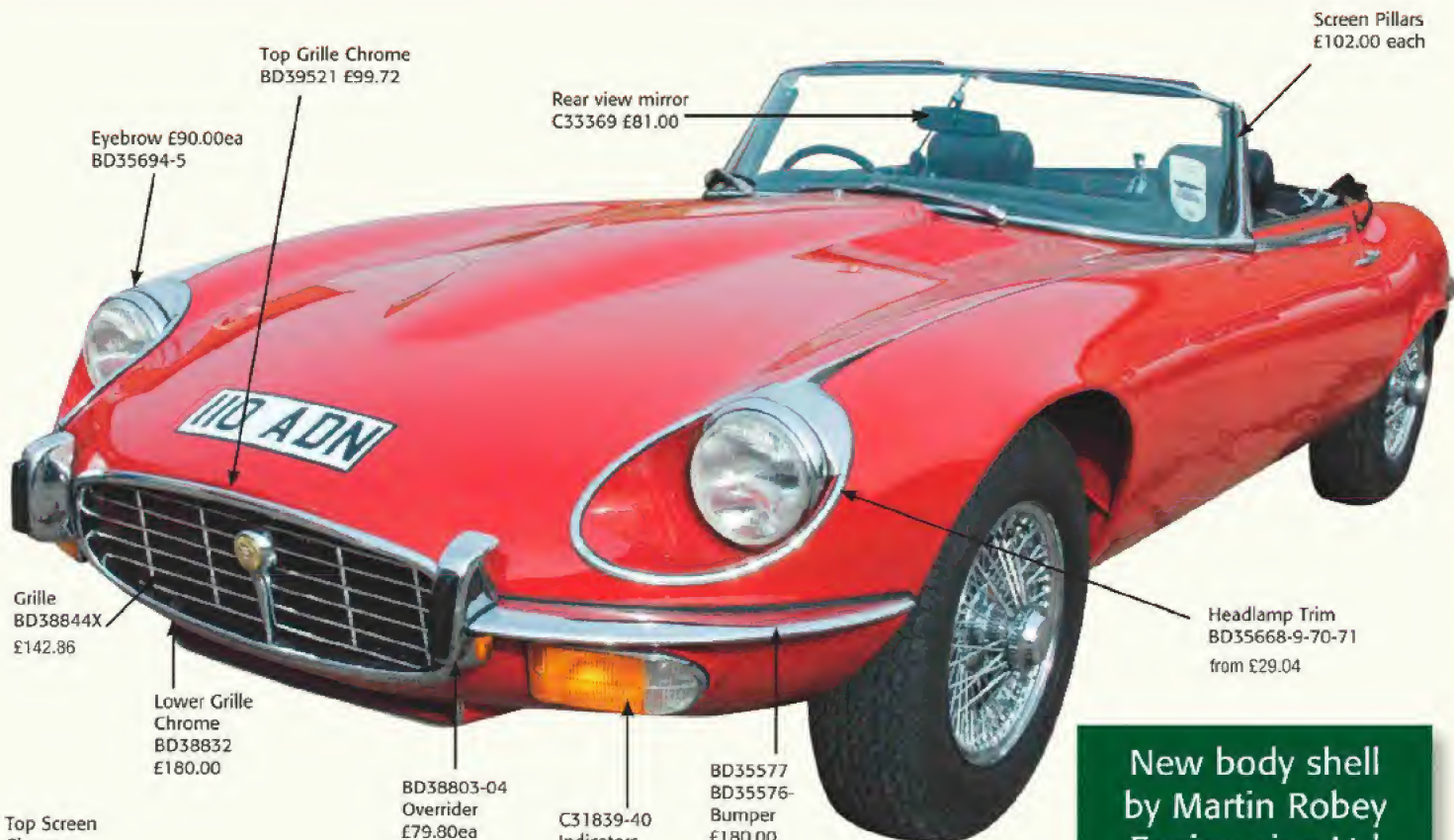
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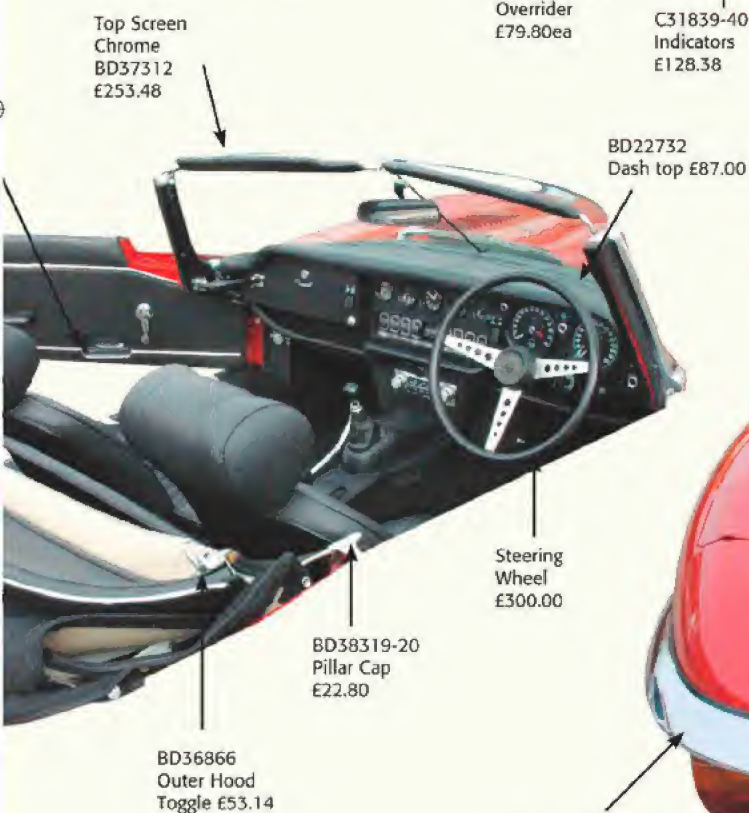
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SIBLING RIVALRY

Of JLR's two well-established flagship models, the Range Rover already outsells its XJ cousin. So, when Jaguar's own SUV, the F-PACE, joins the fleet in 2016 will the executive saloon still be relevant?

WORDS PAUL WALTON PHOTOGRAPHY CHRIS FROSIN



NO ONE could have foreseen the cultural impact the Range Rover would have on the automobile market following its 1970 launch. Certainly not Rover (the car was originally aimed at the agricultural market, with plenty of easy-to-wipe-down vinyl, rather than luxurious leather), and certainly not Jaguar, as the first generation of XJ was just two years old and remained the leader in automotive comfort. It would be akin to Rolls-Royce being concerned about the launch of a new tractor.

But then, something unusual started to happen. The Range Rover wasn't being bought by the farmers its designer, Charles Spencer King, envisaged, but rather by a new lifestyle market who appreciated its interior space, the pulling power of the 3.5-litre V8 and its lofty driving position. The car was more likely to tow a boat than a cattle trailer. So Rover started to modify the car to reflect this. To begin with, more carpeting was added in 1974, and the first option pack, which included power steering, tinted glass, brushed nylon seats and front head rests, was offered a year later. ►





DUE TO ITS REFINEMENT THE XJ IS CONSIDERED TO BE A LUXURY CAR, MORE APPROPRIATE FOR THE CHAIRMAN OF THE BOARD



The real turning point for the car (and the future of the SUV market as a whole) came in the early Eighties. Firstly, a four-door version was designed, making the Range Rover much more practical, and secondly, in February 1981, the limited edition In Vogue model was announced. Named after the fashion magazine, it was created for a magazine photoshoot using a special Range Rover converted by Wood & Pickett. Featuring leather upholstery, walnut door cappings, alloy wheels, stainless steel rear tailgate cappings and air conditioning, this farm truck was now more at home in Surrey than slurry. It still had all the benefits of four-wheel drive, making it a desirable combination. The 1,000 examples built cost just £800 over the standard model and were so successful that, following a second limited edition, the Vogue became a production model. It still is.

While Jaguar was going retro with the X300, the squarer-edged design of the second-generation Range Rover from 1994 was

clearly an evolution of the original. Although better appointed from the outset, it still had a vinyl fascia, plus the option of cloth seats, making the entry models still feel utilitarian. The second generation might have had air suspension as standard (something that was trialled with late examples of the original), but it wasn't until the third series, launched in 2001, that the car properly entered the luxury market. Its interior trim could rival any executive car and was more modern in its appearance than the X350 generation of XJ, launched around the same time. Greater emphasis was put on refinement, quietness and luxurious equipment, but with its ground-breaking Terrain Response, a series of settings tuned for different off-road situations, the Range Rover remained just as competent in the middle of a swamp as its forebears. Although whether you'd want to take a £70,000 luxury car off-road is a different matter.



When Ford bought Land Rover from BMW in 2000, it united the company with Jaguar for the first time since its BL days in the Seventies. Tata then bought the two brands as a single company – Jaguar Land Rover – in 2005.

The fourth generation of Range Rover, launched in 2013, is even more luxurious than its predecessor, its farming origins totally left behind. It is a genuine rival for the likes of the BMW 7-Series and Mercedes Benz S-Class, as well as its own XJ cousin. The buying public agrees: the Range Rover is one of JLR's best-selling models. In 2014, there were 6,857 sold in the UK, compared to just 1,181 XJs. With 292,347 SUVs sold in the UK during 2014 (all figures sourced from the Society of Motor Manufacturers and Traders), it's clear the XJ is becoming more a niche vehicle compared to the Range Rover, even though the latter is more expensive. Jaguar has now realised this and will soon produce its own SUV, the recently announced F-PACE. Although the car will be smaller than the Range Rover, more like the Range Rover Sport, the 2013 C-X17 concept that the car is to be heavily based on was just as luxurious as the XJ, indicating that sales of the big saloon could be hit further still.

And that raises the question of whether the XJ will still be relevant. To determine if the luxury saloon's time is over, we're pitching an XJ against the latest generation of Range Rover.

Right: Spacious and well built interior is arguably better designed than the more utilitarian Range Rover

Below: This XJ LWB has the optional premium rear seat package fitted that includes two 10.2in screens

Bottom right: The handsome 20in Kasuga polished alloys



Despite coming from different design studios – Jaguar’s is headed by Ian Callum and Land Rover’s by Gerry McGovern – there are still plenty of family similarities between the two, the detailing especially. The pair’s LED running lights create a similar look, as do their crisp, modern lines, but their relationship is more than skin deep – both are constructed from aluminium. The third generation of Range Rover and the X350 XJ were the first models to feature the lightweight construction, and were designed even before the two companies came together. Today, Jaguar Land Rover is the leader in aluminium construction and the two individual companies work together in research and development – knowledge garnered from each model is then injected into future cars, irrespective of the badge on the nose.

The Range Rover does, perhaps, have a little more presence than the XJ, but that’s due to its size. At almost 2m tall and 5m long, it is a leviathan of a car. Not that the XJ is insignificant, especially this long wheelbase version – the large, square grille, tall rump and wide haunches give the car plenty of on-road charisma.

But while the two cars have some similar interior design touches, mainly the rotary gear selector, some of the Range Rover’s switches have a more utilitarian feel, a nod to its agricultural roots, perhaps. However, there’s not much agricultural about the current car. The



Left: With its rubber mats and chunky switchgear the Range Rover is more utilitarian than the XJ, but it’s still well built

Bottom left: The large front seats block the view from the rear

Below: The Range Rover’s gorgeous – but expensive – optional 22in ‘Style 707’ alloys with diamond turned finish





THE RANGE ROVER'S V8 IS A STAGGERING ENGINE: STRONG AND POWERFUL IT TURNS THE SUV INTO A PHENOMENAL PERFORMER



leather is as soft as in any luxury saloon – including the XJ – and the build quality is superb. Some of the materials used on the dash are even better quality than the XJs, having a matt finish compared to the Jaguar's shiny one. But then, that shouldn't come as a surprise because the Range Rover costs between £74,000 and £180,000 and the Jaguar £57,000 and £78,500. The XJ is certainly well built, though, and I still love its design – the round, torpedo air vents are more interesting than the squarer design of the Range Rover.

This LWB XJ has oceans of room in the rear – a staggering 1m of leg space. With its reclined seating position and the optional (£8,490) premium rear seat audio/visual package, which includes dual 10.2in LCD screens, DVD player and RCA sockets for media players, it's comparable to flying first class. There's easily more room than in the Range Rover, although, to be fair, the standard-sized XJ offers a similar amount and there is also a LWB version of

the off-roader that's 200mm longer. Another difference is that you sit in a more upright position in the Land Rover and, although it is comfortable, it isn't as relaxing. Another downside is that while there may be commanding views from the front of the Land Rover, those from the rear aren't quite as good, being sat behind those huge, upright front seats.

Both of the cars here are diesel powered, but while the XJ has Jaguar's familiar 275PS 3.0-litre, this Range Rover has Land Rover's 4.4 V8. With 339PS, it is a staggering engine: strong and powerful, it turns the SUV into a phenomenal performer. Why Jaguar doesn't offer it in its own models is a real mystery – a diesel V8 XJ or even XF would be quite a car and – with better economy (32.5mpg in the Range Rover) – it would broaden the appeal of the F-TYPE. Press the throttle pedal and, as the eight-speed 'box changes down without hesitation, the big car gathers speed with more confidence



than you'd expect from a former farm truck. Turning the gear selector round to Sport heightens my adrenaline further, as does using the aluminium steering wheel-mounted paddles, because it's suddenly even more responsive, the acceleration harder and sharper. Its perfectly weighted steering and fantastic grip allow me to throw the car into corners much faster than you'd expect. Thanks to intelligent 4WD sending grip to the wheels that need it most, there's little oversteer and the resultant forces are strong enough to rip your face off.

Having this kind of performance, it's clear why it is classed as a sports utility vehicle rather than simply an off-roader. By the same token, is the XJ just a luxury saloon, or is there enough Jaguar DNA in it to make it feel more like a sports car?

As the driver sits as low and reclined as his passengers do in the rear, rather than upright in the Range Rover, the XJ offers a very different driving experience, but not in the way you'd think. It doesn't feel as inherently sporty as the SUV, not goading you into taking corners too fast. It can, of course, as its aluminium construction results in very lithe handling and its 275PS 3.0-litre engine is powerful, but it's too refined for such tomfoolery. The ride is a little more forgiving than the Range Rover's – it glides over road imperfections rather than crashing over them (although the optional 22in alloys fitted to the Range Rover are probably partially to blame). Plus, while Land Rover's engineers have done a remarkable job at minimising the Range Rover's body roll (helped by its trick air suspension, which lowers when the car is at speed),





Top: The XJ's LED running lights give the luxury saloon a similar look from the front as its SUV sibling

Above: No denying what the car is – the famous Jaguar growler on the nose of the car

THE XJ'S RIDE IS A LITTLE MORE FORGIVING THAN THE RANGE ROVER'S

even with Dynamic Response that independently regulates the front and rear suspension to reduce the amount leaning it still does if pushed hard enough. With the XJ, there's barely any, the result of being much lower than the SUV, a wafer-like 1.5m.

Although a little faster – the XJ reaches 62mph in 6.4 seconds and the Range Rover V8 in 6.9 – the Jaguar doesn't feel quite as exciting to drive. It might deliver its power seamlessly and effortlessly in one linear arc, but with two fewer cylinders there's less of a rawness to it than its 4x4 sibling (which is also available with the same 3.0-litre diesel as the XJ).

I believe this is the biggest difference between the two cars and possibly why the Range Rover sells more. Due to its refinement, the XJ is considered to be a luxury car, more appropriate for the chairman of the board. It's not a car often bought as a family saloon (even though, at 520 litres, the boot is almost as large as the Range Rover's when the rear seats are in place). To have little sticky fingers on the back seats would be a travesty (I talk from experience).

The Range Rover, by comparison, is still just as much a lifestyle vehicle as when it was first launched in the Seventies, just a more



XJ Portfolio LWB 3.0

Engine 2,993cc V6 diesel
Power 275PS
Torque 443lb ft
Top speed 155mph
0-62mph 6.4secs
Economy 44.8mpg
Length 5,252mm
Width 1,899mm
Height 1,457mm
List price £70,980
Price as tested £86,465

Range Rover Autobiography 4.4


Engine 4,367cc V8 diesel
Power 339PS
Torque 545lb ft
Top speed 135mph
0-62mph 6.9secs
Economy 32.5mpg
Length 4,999mm
Width 1,983mm
Height 1,910mm
List price £96,550



luxurious one. It might be in its fourth generation, but the traits that originally made it popular, mainly a large boot, excellent on and off road abilities and powerful engines, are still true. With a 2,030-litre boot with the seats down, the big car really is more practical and, therefore, more popular than the four door XJ. For those same reasons, and the extra bonus of its handsome lines, we are likely to see the F-PACE become just as popular.

So the question remains, could the F-PACE replace the XJ? The SUV market is larger than the luxury saloon's, but I think there will always be a need for such cars. It's true that the XJ might not be relevant for the majority of car buyers, but there is a minority – prime ministers, company CEOs and magazine editors – for whom a stately saloon is more appropriate than a 4x4.

The XJ's comparatively small sales and the launch of the F-PACE will no doubt have an impact on the model's future. Developing cars is big money and I can't see a company as small as Jaguar wanting to spend as much on what is now a niche model as it might otherwise have done. JLR has admitted it wants to reduce the amount of chassis its range uses (the F-PACE, for example, will use the same floorpan as the XE), and the current XJ is the only car in the JLR fleet to use the chassis it does (carried over from its X350 predecessor). So, could future generations use a lengthened version of the next XF's floorpan or even the same as the Range Rover?

But that's the future. Today, the current XJ might not have the same commercial impact as the Range Rover, but it continues the family tradition of being a class leader in comfort and refinement, qualities that will always be relevant no matter the size of the market. 



Everything about the Range Rover is big – the big headlights and big air vents dominate the car but they do give it plenty of on-road presence



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HANDS ON

JW's technical section where we give help, advice and guidance, making Jaguar ownership that little bit easier



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We say goodbye to our XJ6 Sovereign and Paul has some work done to his S-TYPE diesel



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A C-type illustration and SNG Barrett's new X308 XJ8 catalogue are brought to your attention



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We visit a Cardiff-based wrapping specialist to discover how to protect your car from paint damage



PAUL WALTON – EDITOR

2005 S-TYPE 2.7 Sport

Paul's car has a few problems fixed in his attempt to keep up with a certain other S-TYPE owner

Paul's S-TYPE with the XKR Typhoon featured in this month's issue



JEALOUSY IS a terrible thing. I should know because I experienced it recently after driving Phil Weeden's S-TYPE R last month. It's not due to the huge amounts of power his supercharged V8 delivers (trust me, any jealousy I felt about that disappeared as quickly as the fuel), but rather how sorted his car feels. The brakes are as sharp as a knife while mine are becoming spongier than the cake said knife would cut through. Phil had just spent a considerable amount on his car (see *JW*, March 2015, p78), so I figured I'd better bite the bullet and do the same, and I booked the car in with Nene Jags Specialists in Peterborough (www.nenejags.co.uk).

The catalogue of problems I gave Julia Kirkton over the phone was longer than my weekly shopping list, ranging from the serious (new rear brake pads) to the annoying (rear parking sensors, which had stopped working after I'd put the S-TYPE



In the heart of the Yorkshire Dales during a trip to see the extended Walton family



The rear bumper is removed so Clive at Nene Jags can replace the broken reversing sensor

through a car wash). That's something I rarely do, by the way, but with the car covered in road salt and little time to clean it by hand, I thought this was a quick solution. Wrong. I also asked Nene Jags to replace the passenger side seat controls, broken, I think, due to small feet standing on them during a clumsy egress. Anyway, the switch for the seat base would no longer slide back into position, flattening the battery (see *JW*, November 2014, p90). When this happened again just before Christmas, requiring another call to the AA to supply some electricity, I decided to get it sorted. Also, a year after buying a used replacement wing mirror (from Jaguar breakers EuroJags) for the one I stupidly smashed against my garage wall (see *JWM*, March 2014), I asked for this to be fitted. Not only will it look better, but also both mirrors were fine on Phil's car and I couldn't let him get away with it.

Before any work could be completed, the S-TYPE was required once again to earn its keep. First, it transported me to Surrey to photograph the XKR Typhoon, as featured in this issue, and then to Yorkshire for a family visit. As usual, despite the niggling issues, the blue car performed impeccably and returned an admirable 35mpg. Who's jealous now, Phil?

I delivered my car to Nene's Peterborough premises the following week. Since this was organised well in advance, Julia had booked a courtesy car for me to use: a beautifully prepared S-TYPE 3.0. How beautifully? The radio was already pre-set to Radio 2.

So, leaving my car in the capable hands of Clive Kirkton, I enjoyed the V6 petrol S-TYPE. Although very different to my car, I'm always quite taken by these early petrol S-TYPES. The V6 is responsive and eager, and although not as smooth as Jaguar's current engines, it still gives a surprising turn of speed.




The unpainted reversing sensor in situ



One of the new brake discs in place

My car was ready early the next morning, every item on my long list having been ticked off. A new parking sensor solved the lack of beeping (if one goes off, they all go off), but being black plastic, I'll have to paint it myself using the bottle of touch-up paint. Clive could have arranged for it to be painted, but this would have taken more time and money. The passenger side seat now moves as it should and, more

importantly, the buttons all return to their starting position. I can't say all of this work was cheap (especially since Clive sensibly recommended I change the brakes discs as well as the pads), but with improved stopping power and a wing mirror that hasn't had a big chunk taken out of it, I reckon it was all worth it.

Following the replacement of the air conditioning condenser last year (see *JW*, December 2014, p109), I'd like to say I've spent enough on my car recently, but I still think it would benefit from a mesh grille like Phil's S-TYPE R. Jealousy is a terrible thing, and it's an expensive one, too. 



The passenger side mirror has gone from this...



... to this. Replaced at last



The S-TYPE 3.0 courtesy car lent to Paul while his own was being repaired



PHIL WEEDEN – MANAGING DIRECTOR

1995 XJ6 4.0 Sovereign

As we say goodbye to our red X300, Phil recaps our time with this usually reliable and always entertaining car



Above left: The X300 with the 7-Series from our October 2014 issue

Above: next to the Angel of the North during the editor's 300 miles in an X300 feature (April 2014)

WE HAVE had to bid farewell to our 1995 X300 XJ6 4.0 Sovereign, ending an ownership experience that goes back to pre-Millennium days. Kelsey's founder, Gordon Wright, purchased the XJ6 from fellow Jaguar Enthusiasts' Club committee member Tony Ridgeback in 1998, when it was a mere three years old. Being an ex-concours man, Tony had kept the Sovereign in spectacular condition, and aside from the mesh grille in place of the straight-vened chrome item, it looked original throughout.

For many years, Gordon ran this as his daily driver, along with a Series 3 XJ parked up in the garage for occasional use. I remember some time ago we added a 3.2 version of the X300 to the fleet, alongside Gordon's Sovereign, run by the managing director at the time. You wouldn't have thought the engine could make so much difference, but it absolutely did. It was a higher-mileage version, but that lack of power really did frustrate its owner, so it was no surprise that there was some envy of the smoother, nicer-condition 4.0 Sovereign in the car park. Not surprisingly, it was swapped for a 4.0-litre XJS not long after.

The XJ6 Sovereign was used for many business trips around the country, including back and forth to our Peterborough office. One famous trip saw Gordon trapped on a snow-ridden A14, resulting in a 36-hour trip back to Kent in the X300. As comfortable as the Jaguar is, fortunately a B&B nearby provided safe overnight shelter.

After many years, it was not, however, looking its best. A few bits of surface corrosion were starting to peer through, the alloys had begun to flake and there were a few notable parking scrapes evident on the prominent bumpers. A respray was

completed on key areas in around 2008 to bring it back to a high standard. Not long after this, the company took it on as a pool car. This might sound somewhat disrespectful, but for a publisher of numerous motoring titles, it was the ideal carriage to ferry editorial staff around, and it regularly drew attention. We ran it as a project car on *JW's* sister title, *Classic Car Buyer*, for about a year, after which time it was used by many editorial staff on a variety of assignments. It's also been seen in *Jaguar World* a number of times recently, the highlights being compared against an E38 generation of BMW 7-Series and transporting editor Walton on a 300-mile odyssey from Great Yarmouth on the East Anglian coast to Lynemouth in Northumberland, when it ran smoothly.

Yet it wasn't without its troubles: the suspension was particularly baggy come the start of 2013, so the wishbone bushes and A-post bushes were replaced – transforming the driving experience. The boot lock kept failing, despite numerous attempts to repair it. The remote central locking wasn't consistent in working, the digital display in the centre console was sporadic on what it decided to tell you and the electric folding mirrors didn't co-operate as they should have.

By the end of 2014, we knew we had probably exhausted as many opportunities as possible to use it as a company vehicle. It was also sporting some fresh scars from more recent parking disputes, and there were signs of rust reappearing, and lacquer peeling from the front wings. What the X300 needed now was someone who was prepared to devote some time and money to lovingly restore it back to its former glory. A busy publishing company is not that owner, sadly. So we advertised it for sale through our own classified pages and

were delighted with the response.

It was sold in February for a mere £670 – a bargain in anyone's books. The great thing about these X300s is that they are still a relatively DIY friendly car to own; a semi-competent enthusiast with the right tools can do most jobs. Being 20 years old and boasting traditional XJ styling, it exudes classic appeal while remaining contemporary enough to keep pace with modern traffic conditions. It's a wonderful car to waft in, and we're delighted it now has an enthusiastic new owner who will bring it up to a high standard of finish throughout. These X300s are buttons to buy right now in this sort of condition, but in years to come they will no doubt appreciate, thanks to their overall competence and relative rarity. 📷



In the February 2015 issue the XJ6 transported sub-editor Laura to Barnsdale Hall, Rutland





JIM PATTEN – EXECUTIVE EDITOR

1966 E-type open two-seater

The open E-type is nearing the time for paint and Jim chooses wheels and tyres for his coupe

IT'S NO surprise that CL Classics has found a few rust pinholes in our open E-type, but the body has lasted extremely well – far better than most, in fact. There was no necessity to go this far in having a full body respray, of course, and many around me reckon a visit to a special doctor might be on the cards. Well I'm happy with the way I do things and want this car just right. With the engine out for the last time – hopefully – we will not get another chance. As I write, the car is about to receive its first coat of paint and should look magnificent. Also, I've had more news from Rob Beer, as he has now sorted out the number of issues on the engine, introduced by our rogue engine builder Specialised Engine Services. The list is extensive, apparently. I have yet to visit to see for myself.

We have now fitted the compact starter motor to the fixedhead coupe, using the new cables supplied by Autosparks. Wiring is something we just cannot take for granted. As I tried straightening the old cables the outer cover cracked and broke. While many might replace their wiring harness, few also consider the battery cable. Can you imagine what would happen to the car should the original cable bare its internal wires while running?

Bilko was worried about just cranking the engine over to bring up the oil pressure. The engine has been assembled using the correct protection lube and the oil pump was primed with oil during the build, but



Progress on the open E-type at CL Classics

as it has been standing a while there is a chance that the oil had drained off, leaving the surfaces dry. So, using an external oil pump plumbed into one of the oil galleries, Bilko pumped oil through the engine until we saw a significant reading on the oil gauge. With the spark plugs removed to ease compression, we spun the engine over and watched the oil pressure rise to over 50psi at cranking speed. Next job is to use the carburettors and distributor from the open car and get the engine running.

For years, my tyre of choice has been the Pirelli P4000. Now that they are no longer available, I had been wondering what alternative to use. The decision was really made for me a while back when I tried a set of Blockley tyres on our Mk 1. They proved so good that I have no hesitation in choosing these for the fixedhead coupe. So, shunning wire wheels in favour of the good-looking lightweight E-type alloy style, I took a trip to Realm Engineering to see what was on offer. By sheer coincidence, the company is just a few miles from Blockley Tyres. Deciding against peg drive, I opted for simple, bolt-on wheels. I'm looking for an easy life here. All this could have been done by delivery, but I was on a quest – our very own Bilko has committed to building himself a Realm C-type replica and I wanted to go to check things out.

With five 6in wheels in the back of my borrowed van, I set off for Blockley, while Adrian at Realm started to assemble things in readiness for Bilko's C-type. Fifteen minutes later, I was at Blockley and having a set of 205 VR 70 x15 tyres fitted to my new wheels. During balancing, one of the



Compact starter motor in position

wheels came up as needing no weights, something rarely seen. Can't wait to get them fitted on the car.

Progress remains slow as we try to work around the many problems. We've looked at the reproduction fuse boxes and immediately discounted them. Bilko is now charged with adapting modern fuse boxes and drafting in new relays. We're absolutely determined to make this reliable and, for that, we cannot put our faith in reproduction electrical components, and will instead use standard parts for the modern world. It's all in the planning stage at the moment, but Bilko is about ready to assemble everything and put it in place. The new fuse boxes will reside in the same place as the originals, although we will have more dedicated fuses than before.

Hopefully, next month I'll be reporting on two running engines, one for the open car, the other for the closed. 📧



Blockley tyres fitted to Realm wheels



Tyres fitted at the Blockley depot. MWS are also stockists

CARS OWNED:

- 1949 Swallow Gadabout
- 1966 E-type open two-seater
- 1966 E-type fixed head coupe

YOUR JAGUAR

DAVID BARKER 1994 XJ6 3.2 GOLD

XJ40 enthusiast David Barker explains what draws him to these underrated cars

I THOUGHT I would share my very late XJ40, a 1994 XJ6 3.2 Gold model. It is the 63rd from last one produced and is my pride and joy. It is in largely original condition and totally unmolested.

Painted in Sapphire Blue (which I believe is rare for an XJ40 since it's an X300 colour), inside there is Doeskin leather.

I have been a Jaguar enthusiast for many years, ever since my apprenticeship when my boss used to let me fiddle with his nearly new Jaguar XJ12 Series 2, in Sable brown. He used to take me to the fish and chip shop in it on Fridays to get lunch for the lads at work. I fell in love with Jaguars there and then and vowed to one day buy my own.

Being a mechanic, I was never well paid, so models such as the E-type and Mk 2 were always out of reach. However, about 15 years ago, a 1994 Kingfisher Blue XJ40 4.0-litre Sovereign came up for sale in my village and I bought it on the spot. I drove



that car everywhere, including trips to Europe and the Republic of Ireland. It never missed a beat and was totally reliable.

Sadly, my better half wanted us to buy a house, so the Jaguar was sold and the money went towards the deposit. That was a very sad day.

Since then, quite a few XJ40s have passed through my hands, including a rare long wheelbase 4.0-litre Majestic and several 4.0S models. They are brilliant value for money and simple to service and maintain at home. They are also very addictive, being so comfortable and laid back. I have never owned another car that can munch through the miles like an XJ40. I know the model has had a bit of a bad reputation, but I believe the last ones are the best of the bunch. I think Jaguar had them totally sorted before the X300 came along. I also believe the number of XJ40s for sale is falling dramatically: there are just not that many really nice ones available to buy.

I feel their value will increase in the future as their numbers fall, so I intend to hold on to this one. I think if anyone out there is looking at getting into Jaguar ownership, the XJ40 is an excellent way in. A very underrated car, but very affordable.

I love my current XJ40. It has its issues, but only minor ones. I will sort these out in time and end up with a brilliant late XJ40. This one is a keeper.

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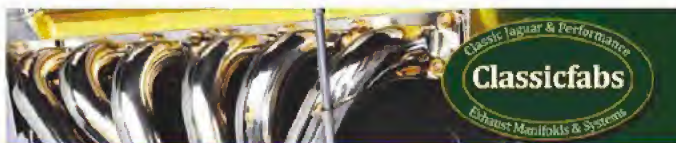
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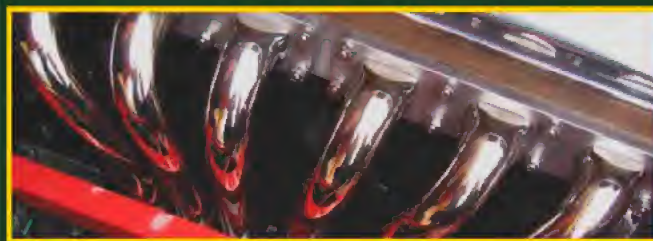
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CONCISE BUYING GUIDE

XJ6 SERIES 3

The XJ6 Series 3 could be considered the final classic Jaguar saloon, it being on sale between 1979 and 1986 (although the V12 version lingered on until 1992), although its origins go back to 1968. It was basic and simple, but even in its final years the car remained the last word in comfort and refinement and was very unlike the car that replaced it: the XJ40. Now, 31 years after production of the XJ6 finished, it remains an ideal classic Jaguar. A car of this age isn't without its problems, so here is a round-up of the most problematic areas to look for in this desirable saloon.

History

If the XJ40 had been on time, there would never have been an XJ Series 3. The new car was originally conceived to reach production by the end of the Seventies, but since it was running late, Jaguar was obliged to give the XJ a facelift – but without spending a fortune (although £7 million was still set aside for the project) and without making many technical changes. Jaguar turned to the Italian coachbuilder Pininfarina to give the car a refresh, the first time a production Jaguar had been styled by an independent styling consultant.

The result was the XJ Series 3 that was unveiled in March 1979. Structurally, the cars were updated with a higher, flatter roofline, thicker rear pillars and curved side glass. The front quarter vents were deleted. Other external revisions included rubber-faced bumpers for all markets (the US-bound cars were also fitted with impact-absorbing struts) and larger, more modern taillights were relocated from the boot lid. Inside, a new seat design offered more lateral support up front, but strangely less so in the rear in an effort to make the car a true five-seater.

Mechanical changes were limited to an automatic gearbox update, a new five-speed manual 'box (six-cylinder cars only), the fitment of fuel injection to all 4.2s regardless of market and, shortly after launch, larger valves for the 4.2.

The XJ6 range initially consisted of the 3.4 and 4.2 saloons, the Daimler Sovereign and the luxurious Vanden Plas. In 1982, a new model, the Jaguar Sovereign, was revealed. Available with both the 4.2 and V12 engines, it adopted interior elements from the Vanden Plas, and previously optional features such as air-conditioning and cruise control became standard, while the exterior was updated with new Pepperpot alloys.

After eight years in production, the final XJ6 Series 3 rolled off the Browns Lane production line in May 1987. It was immediately gifted to the Jaguar Heritage Trust, where it remains.



A ENGINE The long-stud 4.2 engine (introduced with the Series 1 XJ) has not enjoyed a good reputation for reliability, with broken head studs, blown head gaskets and sunken cylinder liners seemingly commonplace. The theory behind the long-stud was good: the cylinder head would be anchored to the strongest part of the block – the crank tunnel – by long head studs passing down through the water jacket, rather than screwing into the weaker top deck. In practice, however, silt built up around the stud bases and, inevitably, caused severe corrosion leading to snapped studs, while the thinner top deck commonly cracked between the bores, allowing them to drop. A revised design in 1982 incorporated slots between each bore to cope with the continual expansion and contraction, but this gave the head gasket even less seating area. The only way to ensure reliability with these engines is a full rebuild with stepped interlocking sleeves and new genuine head studs, followed by scrupulous attention to the cooling system. These days, if a 4.2 does not have the paperwork to show a full rebuild has been carried out, sufficient funds should be budgeted accordingly. Be especially wary of any engine with plain water under each head nut because this usually points to serious problems with the studs below.

The 3.4-litre engine, though of similar design, has a good deal more block surface between the bores and seems to have suffered far fewer failures.

B COOLING SYSTEM

The reputation these cars have for overheating has been exaggerated over the years. When a car does run hot, the cause will most likely be poor maintenance, an airlock or possibly aftermarket thermostat(s) lacking the second spring-loaded disc needed to blank off the bypass passage. In fact, when operating correctly, the cars should be able to keep their cool with the air conditioning running in

ambient temperatures up to 50degC.

Check carefully for coolant strength, signs of leakage, corroded radiators and weak viscous fan hubs. The electric fans (where fitted) should come on automatically whenever the air-conditioning is running. Ideally, there should be receipts to show the coolant has been replaced regularly and that block plugs have been removed within the last five years to flush the block properly.

MANUAL TRANSMISSION A five-speed manual was technically the standard transmission on six-cylinder XJ6 models, though most owners paid extra for an auto. Initially, a beefed-up Rover unit was fitted, continuing through several revisions until replaced by the same Getrag 265 models as fitted to the 3.6 XJ-S. This 'box does have a reputation for fragility, though the most common failure – the reverse idler gear – was mainly a result of the police reversing regularly at high speed. Replacing the original bush with a bearing eventually cured it. At least the Rover gearbox can be repaired, unlike the Getrag, for which there are no parts available beyond mounts and seals. Gear selection issues on either 'box can often be cured by rebushing the external selector, but there is no real option with a noisy Getrag other than finding a replacement.



C BODYWORK

As an XJ is built up from a large number of small panels, there are 101 places where it can trap moisture and rust, most dangerously around the trailing arm mounts. It is not unheard of for an XJ rear suspension unit to literally rip itself out under heavy braking. Critical, are the inner and outer sills, the radiator support panel, the front inner wings and the seams where the transmission tunnel meets the floor pans. Front wings are available new, and are easy to change, but the rear wheelarches, inner and outer, will require major surgery if badly corroded. Another common problem is corrosion at the lower corners of the front and rear screens. This would, in many cases, have originally been caused by poor screen sealing when new.

D BRAKES

A low brake pedal, or one that sinks slowly to the floor under light pressure, should be investigated immediately because the mild steel master cylinder bore may have corroded if the fluid was not changed regularly.

F FRONT SUSPENSION

The double wishbone layout works extremely well, but can only give its best if all the rubber bushes and mounts are in tip-top condition. Only genuine Metalastic brand bushes/mounts should be used. Pay attention to the upper wishbone bushes (a rubber-encased Teflon bearing), which can wear heavily. Such wear causes an increase in negative camber, can drastically shorten tyre life, and the steering rack mounting bushes on six-cylinder cars can become oil soaked, literally turning to jelly.

G REAR SUSPENSION

The alignment and control of the rear wheels are dependent entirely on the condition of the bonded rubber mounts, so it is vital that they are replaced at the first sign of deterioration. Wear in the trailing arm bushes will induce a steering action from the rear of the car, while separation on the V mounts can allow the subframe to drop out completely should the car become airborne – going over a hump-back bridge, for example. Alternatively, a clunking from the rear under acceleration or braking can often mean that the bolts securing lower wishbone brackets to the differential have become loose, allowing the adjusting shims to fall out. The four rear springs will sag over time and, should the rear wheelarch shroud any of the tyres while a car is unloaded, it's certainly time for a change, along with the dampers that degrade slowly over time. These faults can be checked for by rocking the car – if it continues to rock for more than one up/down cycle once released, they are no longer working effectively.

AUTOMATIC TRANSMISSION

The Borg Warner Model 66, though generally reliable, is thought to be at the very limit of its capabilities in this application. If a car has been regularly used for towing, look for an updated oil cooler and evidence of regular servicing. All cars should receive fresh transmission oil and a new filter every 30,000 miles, regardless of use. All automatic cars will eventually suffer from disintegration of the foam insulator inside the rear mount, causing a noticeable clunk on acceleration. Sixes will commonly leak from a cracked and loose breather housing if left to stand for a week or more.



E INTERIOR

Two of the most common problems to afflict the interior are rotten leather seat stitching and the headlining separating from the backing panel – the headlining will eventually drop due to a breakdown of the foam layer between it and the moulded backing board.

	XJ6 3.4	XJ6 4.2
ENGINE	3,442cc, 6cyl	4,235cc, 6cyl
POWER	162bhp	205bhp
TORQUE	188lb ft	236lb ft
TOP SPEED	11.9secs	10.5secs
0-60MPH	11.5mph	12.8mph
ECONOMY	16.7mpg	15.7mpg

Figures are for automatic cars

CONTACTS

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Brake trouble and servicing

North Wales Jag Centre highlights some of the common brake problems found on the X-TYPE, S-TYPE, XF, XJ and XK

WORDS AND PHOTOGRAPHY
ROB HAWKINS

WE HAVE previously visited North Wales Jag Centre to watch the front discs and pads on a Jaguar X-TYPE being renewed (*JWM*, May 2014, p96). As it is essential to regularly service and inspect the brakes, we've returned to North Wales Jag Centre to see what's involved.

The brakes on the X-TYPE, S-TYPE, XF, XJ and XK feature discs all round (vented all round except for the X-TYPE, which has solid discs on the rear) with single piston calipers. Typical problems include sticking slider bolts, which operate the outer brake pads and need to be greased to ensure they remain free-moving. If a slider bolt is completely seized, extraction requires removal of the caliper carrier to heat it up in a vice. This is not a DIY job and can be very dangerous when the sliders pop out at speed.

A common brake problem concerns the standard brake flexi-hose, which has a short length of unprotected steel as part of the pipework, unlike on the main brake pipes on the vehicle that are often plastic coated (such as on the XF shown in our photographs). The exposed steel corrodes and can fail the MOT. The solution to this problem is relatively simple – renew the brake flexi-hose. However, the trouble often doesn't stop there, as we discover. The brake pipe nuts can also corrode and

even if they can be undone, the plastic coating on the brake pipe can prevent the respective pipe nut from spinning, resulting in the pipe twisting and breaking. This happened to us, which added more repairs to the job, but does show what can happen.


When working on the rear brakes, always remember to let the handbrake off. If the car has an electronic handbrake, North Wales Jag recommends leaving the key in the ignition and ensuring the handbrake isn't activated. For keyless ignition systems, hold the handbrake in the down position while switching off the ignition, then remove the key fob/card and the handbrake should remain off. Do be careful: if the handbrake should activate, it can easily crush your fingers.

The correct procedure for switching off the handbrake when working on the rear brakes is to use a diagnostic tool and switch to release to service mode, which ensures the handbrake will not activate. However, Matt Norbury at North Wales Jag has found this can cause even more issues.

The following pages cover three step-by-step guides showing how to service the front and rear brakes, as well as renew a brake flexi-hose.

*Readers wishing to carry out any of the tasks outlined in technical or step-by-step features should ensure they have the necessary skills and equipment to do so safely. Kelsey Media accept no responsibility for any injury or damage incurred in the process of following one of these features

DOING IT YOURSELF

Difficulty 

Time required: From three hours

On your own? Yes

TOOLS:

- Allen keys: 7mm and 9mm
- Blunt chisel
- Brake bleeding kit
- Brake cleaner
- Brake grease
- Brake pipe cutter
- Brake pipe flaring tool
- Brake wind back tool
- Hammer
- Pliers
- Screwdriver
- Spanners/sockets: 10-14mm and 17mm
- Trolley jack and axle stands or ramp
- Wheel brace
- Wire brush

COSTS AND CONTACTS:

North Wales Jag Centre
01492 870150
www.northwalesjag.co.uk
Brake flexi-hose: £18-38
Brake flexi-hose renewal from: £20-40

FRONT BRAKE CHECK



After raising and supporting the vehicle, remove the relevant road wheel, and spray over the brakes with brake cleaner. If the outer edge of the brake disc is rusty, clean it with a screwdriver or pry bar (as shown here).



Use a screwdriver to prise off the clip next to the outer brake pad. This can be quite awkward, so push the side of the clip in (as shown) when prising it off. Make a note of how the clip is fitted, so you can refit it later.



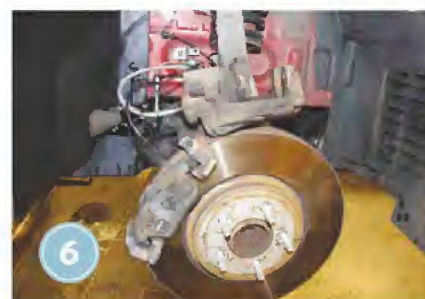
Extract a couple of dust covers at the back of the brake caliper, then undo the 7mm Allen key slider bolts. They should not be too tight, but can be a little awkward to extract once they have been fully undone.



The caliper can now be prised off, but it may feel as though it's stuck, so use a pry bar to carefully push the piston back. Lever against a solid part of the caliper and carrier.



When the caliper eventually starts to move, you will find the inner brake pad remains secured to it, whereas the outer brake pad will probably remain in position next to the brake disc.



With the brake caliper removed, avoid overstretching the flexi-hose connected to it. Suspend the caliper on top of the brake disc. If an ABS wire is clipped to the flexi-hose, detach it to avoid stretching it.



Extract each brake pad, then clean the edges and backs with a wire brush. Brake dust collects in these areas and affects braking efficiency, clogging up the brakes and preventing them from moving freely.



Clean the caliper carrier with a wire brush, particularly where the edges of the brake pads sit. This is where the brake pads move in and out against the brake disc, so the surface on the carrier needs to be clean.



Next, clean the brake caliper with a wire brush, being careful not to damage the rubber dust cover around the piston. There will probably be lots of brake dust, so spray over it with brake cleaner to dampen it down.



Add a smear of copper brake grease (or similar) to the edges of the brake pads – known as the ears – before refitting them into the carrier and caliper. Do not get any grease onto the braking surface of the brake pads or the disc.



Before refitting the slider bolts (removed in step 3), make sure they are clean, and smear a little grease over the threads. Reassemble the brakes and don't forget to refit the metal clip onto the outer brake pad.



North Wales Jag Centre uses a torque wrench to tighten the wheel nuts to between 88Nm for steel wheels and 102Nm for alloy wheels. After servicing the brakes, pump the brake pedal to check it's firm and the pistons are pushed out.

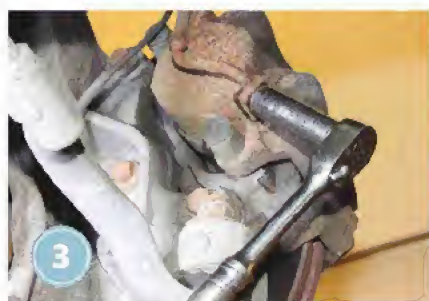
RENEWING A RUSTY BRAKE PIPE



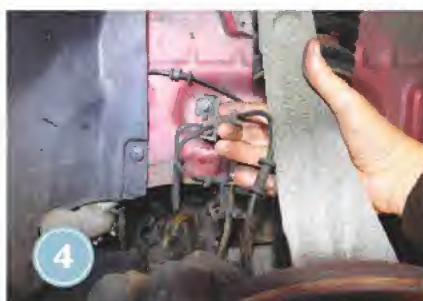
The brake flexi-hose that's attached to each brake caliper has a short steel section of brake pipe that can corrode and fail the MOT (like the one shown here on an XF).



To renew the rusty, steel part of the brake flexi-hose, a whole new brake flexi-hose must be fitted, which is available from Jaguar dealerships and specialists. The one for the XF shown here cost £32.



Make sure all connections are loose to avoid any problems. First, try to slacken the banjo bolt that secures the end of the flexi-hose to the caliper.



Unclip anything that's attached to the brake flexi-hose, such as an ABS wire or brake pad wear sensor wire, and make sure it doesn't get damage.



The brake flexi-hose is attached to a brake pipe at the opposite end to the caliper. If there is a mounting bracket that needs to be removed, make sure its mounting bolt can be undone (10mm bolt on the front of the XF).



Carefully, try to undo the connection between the end of the brake flexi-hose and the brake pipe. Spray lots of penetrating fluid over the pipe nuts (13mm and 17mm in our photo) and slowly undo them.



With plastic-coated brake pipes, the pipe nut often seizes and, in our case, the brake pipe has twisted and broken off. This can be repaired, but it adds another 20 minutes to the job and requires more tools.



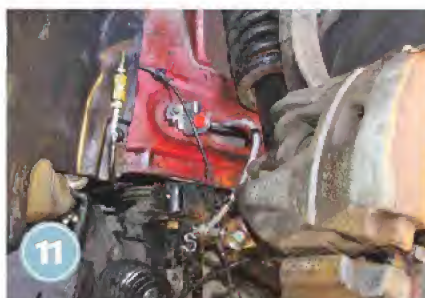
The old brake flexi-hose can now be removed (catch the brake fluid in a container) after fully undoing the 14mm banjo bolt on the brake caliper. Discard any copper washers and clean the mating surface on the caliper.



To repair the broken brake pipe, cut off the gnarled end and remove the plastic coating so you can fit a new pipe nut and flare the end. North Wales Jag uses an electric drill and P60 grade flap wheel.



Using a brake pipe-flaring tool, fit a new pipe nut onto the end of the old brake pipe before flaring it. There's enough space to do this, but it is quite awkward.



The new brake flexi-hose is attached to the caliper with new copper washers and the opposite end is secured to the mounting bracket. The repaired brake pipe is ready to be re-attached, but it's too short.



In our case, a new section of brake pipe is made to bridge the gap between the end of the repaired brake pipe and the new flexi-hose. This is cheaper than fitting a complete new length of brake pipe.



The exposed steel on the old brake pipe should be protected from corrosion; North Wales Jag coats it in brake grease.



Finally, the brake fluid is topped up via the reservoir under the bonnet (DOT 4 fluid), and the brake caliper is bled, via its bleed nipple. After bleeding, the engine is run and the brake pedal pressed to check for leaks.

REAR BRAKE CHECK



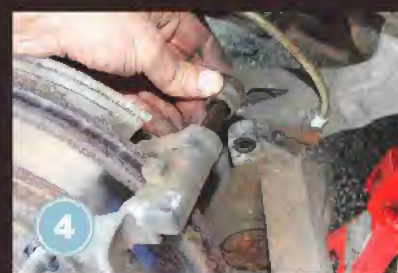
The rear brakes are similar to the fronts, but there are two short 12/13mm or 7mm Allen key bolts to undo to remove the brake caliper, which are threaded into the slider bolts. They shouldn't be too tight to undo.



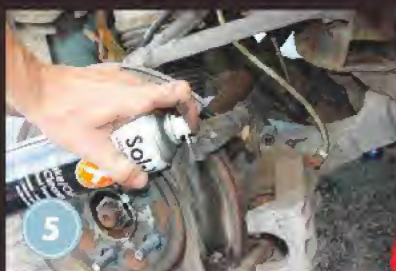
Remove the brake caliper. Unlike for the front brakes, it doesn't help to lever the caliper's piston in, because it can only be wound in with a special tool (see steps 6 and 7). Instead, lever the caliper off with a small pry bar if it's stuck.



Extract the brake pads and clean the edges of them, along with the carrier and caliper. If the outer edge of the brake disc is corroded, you should clean it too, to prevent debris getting trapped between the disc and pads.



Extract the upper and lower slider bolts from the caliper carrier. If they are seized, try drifting them out, but otherwise this is a specialist job. Once extracted, clean them and apply a smear of grease before refitting them.



Once you have cleaned all the rear brake components, lightly spray over them with brake cleaner and wipe down with a clean cloth. This helps to remove any dirt, and may need doing a couple of times.



You may need to retract the piston inside the caliper to make it easier to reassemble the brakes. It has to be wound in using a special tool, available from most car tool shops. On some cars, turn the piston anti-clockwise on the NSR.



When winding in the piston, check the indents in the piston line up with the notch on the back of the inner brake pad. If refitting old brake pads, ensure they are fitted in the original positions.



Finally, reassemble the rear brakes with a smear of grease on the edges of the brake pads and fit all remaining parts. Inspect the brake flexi-hose (our photograph shows the end of it is corroded).

Q&A

Jaguar World technical advice service

Edited by Ray Ingman



STAR QUESTION XK Autobox servicing

Q Reading the workshop feature in the March issue, which covered the 4.0-litre XK8 transmission, I was surprised to see the recommendation of oil and filter replacement. In the August 2014 Buyers Guide, and on other occasions, you state that these are sealed units. I own a 2003 4.2-litre coupe and would like to know if this applies to the later six-speed gearbox, as fitted to my car? It has covered 80,000 miles with a full Jaguar and specialist service history and, while the gear change is smooth, I feel it would be worthwhile having the oil and filter in the gearbox changed this year as part of its annual service.

I would welcome any advice on this. I am in Kent, so popping to North Wales Jag Centre would be a bit extreme.

Chris Stroud

A The current consensus of opinion holds that it is advantageous to change the oil and filter at around 60,000-mile intervals. The feature you mention stated the transmissions "are all specified as being sealed for life" (by Jaguar). Somewhat perversely, Jaguar itself supplies the items required for service – a mixed message.

We covered the topic in the May 2011 issue, the feature majoring on your six-speed unit, with a supplement covering the earlier five-speed. The process is a fairly easy DIY project,

the operation being fully explained and illustrated, although a major difference is that instead of the filter being accessed by the removal of a steel sump, the later unit sports a combined plastic sump and filter assembly (illustrated). This eradicates the leakage and cracking problems these sumps can suffer from.

If you don't see yourself getting down and dirty underneath, any competent garage should be able to tackle the job for you – your local club representative may well have convenient recommendations. If not, XJ Restorations in Eastbourne (01323 720009), or Classic Engineering in Waltham Cross, North London (01992 788967) are well qualified and somewhat nearer than North Wales.

Courtesy of Sealey Products (www.sealey.co.uk, 01284 757500), the sender of each issue's Star Question will be the envy of their friends when they receive an aluminium adjustable focus 3w LED torch (worth £28.74 inc. VAT). The 'LED020' produces an extremely bright white light with an output of 110 lumens – count them! The illumination pattern can be altered from spotlight to wide area with a simple twisting action of the head and a three-function on/off push-button provides full, half and blinking light possibilities. All this is contained within a lightweight aluminium housing and is powered three AAA batteries (not included).

SEALEY





Dragging down a Series 3 XJ

Q When turning on the A/C of my 1985 XJ6 Series 3 Sovereign 4.2 manual, the rpm slows from approximately 700 to a little under 600, which makes the car prone to stalling at stops and mistimed gear changes. Please can you suggest a remedy?

Allan Guan

A This model was fitted with an electric solenoid-operated extra air valve, mounted on the offside inner wing. Its function was to duct extra

air into the inlet tract, which had the effect of automatically raising the idle speed when the A/C was energised. You need to check whether this component works – an audible click should be heard and it will be possible to blow through the valve when open. A few vehicles were not so equipped, and if your car proves to be one of these examples, the system could be retro fitted.

Alternatively, there may be an engine tune issue (most likely timing or compression maladies) causing a less-than-robust idle, or an A/C system fault could be exerting too much drag. A simple fix could be to raise the idle to 750rpm.

Merchandising matters

Q My wife and I recently went on holiday to Lanzarote, and on one of our morning walks along the seafrost we found a jewellers that had a complete window display of Jaguar wristwatches. I have not found any jewellers in the UK with any similar watches. I notice several advertisers in JW, but some items are very limited in the UK.

Does anybody know of any shops with such a good display?

Martin Will

A Understandably, Jaguar is very protective of its identity. In order not to cheapen the brand, Jaguar only licences the use of its name, intellectual property and trademarks (such as the

leaper motif) to organisations that it feels maintains its brand values – quality clothing, sunglasses, watches and publications being cases in point. Going to Jaguar's own website (www.jaguar.co.uk) and selecting shop will reveal a wide range of both heritage and contemporary branded goods. Advertisers in JW are able to provide peripheral items.

While we are supposedly all equal members of the European Community, some states take a slightly more flexible attitude to retail marketing than others – 'let the buyer beware' is the apposite phrase.



Tricking electronic handbrake

Q I read your article regarding the service on the S-TYPE (see JW, April 2015, p98), and wonder if it is possible to change the rear brake pads without taking my car to a main dealer or specialist.

I am quite capable of changing the pads, and I have the special tool to wind in the pistons in the caliper. Is it not possible to remove a fuse or disconnect the battery, and then remove the brake pads?

Colin Bennett

READER FEEDBACK



I read the question from Christian Holliday (see JW, February 2015, p88) with interest, regarding the suspension problem with his X350. I have an X350 2003 model 4.2, and experienced an identical problem when the car had done less than 60,000 miles. The problem turned out to be with the front dampers, which had started leaking a small quantity of fluid. Both dampers had to be replaced, at a steep price, but once the job was done, the magic carpet ride was back. Before going any further, perhaps the dampers should be examined for any signs of external dampness.

Fred Bechley

It is possible that replacement of the dampers is the ultimate transformational cure. But, as we said in the final paragraph of our reply, it is worth checking other factors first, because the cost of replacement will definitely transform the health of your bank balance.

A There is a simple solution: start the car and release the park brake, then press and hold the park brake button down while turning off the ignition and removing the key. The brake will not reactivate and the pads can be replaced in the normal manner.

It is essential to bed the new pads in for a few miles before allowing the park brake to be applied to alleviate the possibility of a fault code being generated. If this fails, the services of someone in possession of a compatible diagnostic tool will be required to clear the indication. Also see p94 of this issue.

Our technical experts are ready to give you help and advice on any problem. If your question is a particularly complex one, it may take time to respond, and in some circumstances it may be beyond our resources to do so. In this unlikely event, we will let you know. Please allow up to three months for a response via the magazine. Personal responses can be given, but at our discretion. Fax: (FAO Jaguar World Q&As) +44 (0)1959 541400. Email: jwm.questions@kelsey.co.uk. Post (enclosing an SAE): Jaguar World Q&As, Kelsey Publishing Group, PO Box 13, Westerham, Kent TN36 3WT, England.

JW would like to thank Martin Pike of Classic Engineering, (01992 788967) Kevin Brackley of Chiltern of Bovingdon (01442 832932) CHILTERN OF BOVINGDON and Tom Lenthall of Tom Lenthall Ltd (01189 762899)



Modified E-type suspension and brakes

Finishing the brakes, including beginning the right-hand-drive conversion

WORDS AND PHOTOGRAPHY JIM PATTEN

REGULAR READERS will know that our feature car was imported from California and part of the work will include converting to right-hand drive. Had it not been a full restoration we would just feature the simple change of steering wheel side, a straightforward enough job due to Jaguar's fabulous interchangeability (although the rack still has to be changed, as does the wiring loom, dashboard, wiper park and numerous other details).

We have stripped this car down to its base components but as re-assembly continues we will illustrate the areas where we will fit right-hand-drive parts. In this instance, we will look at the pedal box assembly. The holes in the bulkhead for the brake, clutch, accelerator and steering column are fitted for both left- and right-hand drive. By luck or design, the pedal housing for the clutch and brake is ambidextrous and will fit either side, on the 4.2 at least. The early cars (including early

4.2s) have dedicated housings. We rarely come across pedals set at the same angle.

The Jaguar supplied master cylinder is the standard Series 2/3 Girling unit – the original Dunlop S1 unit has been unavailable for many years but can be rebuilt with a stainless steel liner. Girling used to supply a spacer kit with elongated studs. The 'Girling' pushrod can be shortened and re-welded. The master cylinder supplied was in fact a unit destined for the 420 saloon: different union and angle of air inlet. If using new fluid supply pipes then this isn't an issue. But the pushrod is. It is simply too long. Now, either a spacer is needed to compensate, putting the master cylinder further out in the bulkhead, or a replacement correct size pushrod has to be arranged. Perhaps the original pushrod could be used, but often the clevis pinholes are elongated through wear. We have the facilities to do the work but can you imagine the home restorer trying to cut and shut this vital part? SNG Barratt will supply a replacement pushrod but it adds another £12.50 to the price. We've taken this up with SNG Barratt (not their part) and hopefully the product will now be identified

as requiring modification prior to fit. The brake master cylinder doesn't get off either. It is supplied with the wrong pipe union. The only recourse is to take the original from the old master, clean it up and thoroughly wash it to make sure that no grit remains and fit it to the new cylinder. Out of alignment, the reaction valve cover needs relocating, a simple matter of removing the screws and turning the cover. Do not over-tighten or the plastic cover will distort.

Complete brake pipe kits as manufactured by Automec come in correct lengths and identified for position. Easy to bend, they are perfect for the restorer. As we are looking for a custom set, we keep a roll of Kunifer brake pipe on the roll. Be aware, though, that although the majority of the system is $\frac{3}{16}$ in, there is a run of $\frac{1}{4}$ in to the servo. On a left-hand-drive car, the larger bore run to the servo from the master cylinder is relatively short, but, on the right-hand drive fluid has to be transported across the car. The run is made to the front of the engine frame where the two-piece pipe is connected. If making custom pipes, a brake-flaring kit and bending kit will be essential. Ours came from Frost Tools.

As seen last month, we are using the excellent Zeus calipers all round and have chosen a Series 3 E-type servo for assistance, supplied new from SNG Barratt. Other improvements concern the brake light switch. What was once a very reliable little switch in the hydraulic line is now proving troublesome in its replacement form. So, we intend to fit a simple manual-type switch mounted directly on the pedal assembly. As on all our IRS cars, we fit extended rear bleed nipples so that they can be accessed under each wheelarch, rather than directly on the rear caliper. Kits used to be available and may still be, but we made our own. The actual bleeding will take place a little later.

ACKNOWLEDGEMENTS

Automec. Website: www.automec.co.uk

Frost Equipment. Website: www.frost.co.uk/bearing-drifts.html

SNG Barratt. www.sngbarratt.com





1
Blanking plates cover the original left-hand drive bulkhead holes. We still need to get the bigger cover replaced as it should support a brake fluid reservoir.



2
Compare the original Dunlop clutch master cylinder (lower) with the later Girling replacement



3
The difference in pushrod length is obvious



4
The cleaned and polished pedal box is ready to receive the pedals, bushes and washers



5
Fully assembled, you can see that there is a fibre washer at each end, a Nylon spacer and new return springs, from Hutson



6
When fitting the pedal shaft, make sure that the bevelled end is flush with the housing



7
A brake union from the old brake master cylinder has to be refitted to the new cylinder. Thoroughly clean and degrease ensuring that no grit remains



8
With the real union removed from the replacement master cylinder, the original union is fitted using the sealing washer



9
The brake reaction valve cover is fitted in the wrong position. Using the original as a guide, the cover is removed and repositioned



10
The new brake master cylinder has been painted with Rust Bullet for protection and here is shown fitted into the housing



11
With the pushrod aligned with the pedal, the securing clevis pin is fitted



12
Secured with a split pin, the ends are trimmed off, but not bent back too far in deference to any future removal, always troublesome



To change the clutch master cylinder pushrod, ease back the rubber boot and remove the circlip



Fit the replacement pushrod into the master cylinder and secure with the circlip



Refit the rubber sealing washer and metal shroud. Then refit into the master cylinder in the same way as the brake



Adjust the brake pedal stop so there is about $\frac{1}{16}$ in clearance between the pedal and stop allowing the master cylinder free play



A dimple in the back of the metal pedal pad locates with a locating hole in the pedal



Using a new rubber gasket, supplied in a bulkhead kit, place the pedal box assembly into position



From inside the car, fit new Nyloc nuts to the pedal box and fully tighten



Fit the new metal pedal pads once the assembly is installed in the car



Although the main chamber of the Series 3 E-type servo is larger than the Series 1, it will fit in the same mounting point



The servo is secured both from inside the car and by a bracket on the engine frame

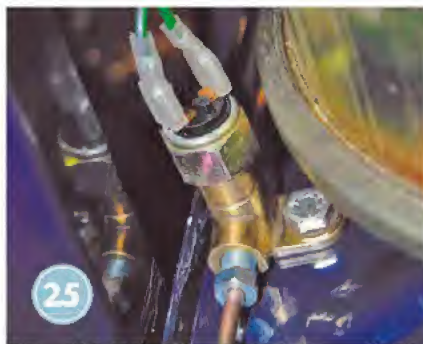




We're using aluminium fluid reservoirs. If using the originals, make sure that there is a reinforcing pipe and filter fitted (old unit illustrated)



There are three brake pipe multi-connectors fitted on the car: one each at the front and rear to serve each caliper, another near the servo carrying the brake warning light switch



Although we will be using a mechanical brake warning switch, we will leave this hydraulic type in the system, if only to seal the outlet



Brake pipes can be ordered as a kit from Automec or other specialists and are already made to size with the correct unions



We keep Kunifer brake pipe on a roll with a selection of unions, ideal if you are doing anything custom



Using a brake-flaring tool, the union is first positioned on the pipe and then the end flared to suit



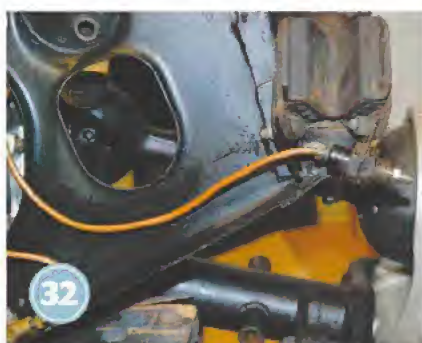
Most bends can be accommodated by using a purpose pipe-bending tool like this



If your old pipes have come out intact they can be used to establish length and shape



It is now a matter of fitting the pipes, choosing the correct pipe run



Seen here for clarity on our open car, the brake pipe has been extended from the rear caliper to the edge of the IRS cage for easy bleeding



Before fitting the handbrake, we needed a new warning light switch and operating spring. Adjustment will be done prior to fitting the handbrake

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GEARBOX



XJ8/X308 parts catalogue and XJS petrol tank

SNG Barratt has released its new XJ8/X308 parts catalogue. This comprehensive catalogue covers engine, cooling, air and fuel delivery, transmission and driveline, braking, steering and suspension, exhaust components, body, lighting, electrical components, air conditioning and heating, washer and wiper, accessories, service items, as well as lubricant and cleaning products... phew! Available as a PDF download, or paper copies can be posted free of charge.

Also new is an XJS petrol tank, part number CBC55251. Finished in painted steel to original specification, it was developed by reverse-engineering a tank from a 1989 3.6 XJS coupe. This tank will fit all FHC XJS from 1975-1991.

Fitting kits are also available.

Website: www.sngbarratt.com

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Sales Office Holland +31 (0) 13 52 11 552

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New filters from XKs Unlimited

XKs Unlimited's newly manufactured range of air filters have been fabricated with high-pleat-count filter paper. Whether panel-type or radial in shape, the seals are moulded from new tooling to guarantee fit, excellent filtration and a tight seal. Applications are:

E-type Series 1 and early Series 2,

02-GFE1035, £6.95/US\$10.95/€8.76;

E-type late Series 2, 02-GFE1040

(rectangular panel), £8.86/\$13.95/€11.16;

E-type Series 3, 02-GFGE1066,

£6.35/\$10.00/€8.00.

The range of pleated, round oil filters are

supplied with correct profile o-ring seals. The metal top and base are bonded to the high-flow filter element for excellent filtration. All six-cylinder E-types, 02-GFE101P, are priced at £3.30/\$5.20/€4.16;

XK 120 tall filter, 02-FG2383, £12.67/\$19.95/€15.96.

Late XK 120 and all XK, 140 02-FG2421, £8.57/\$13.50/€10.80;

Series 3 E-type, 02-GFE155, £4.76/\$7.50/€6.00.

Tel: (+0011) 805 544 7864

Website: www.xks.com



JagShop discount

JagShop is currently offering a 10% discount off a large selection of body seal kits and suspension overhaul kits.

The suspension kits suit most classics and include balljoints, wishbone bushes and rack mounts, and bellows when used.

Earlier this year, the company opened a fully equipped workshop, staffed by highly trained mechanics, to offer everything from service and MOT to a full restoration. Both classic and modern Jaguars are catered for.

Tel: 0208 748 7824 (parts) 0208 563 0101 (workshop)

Email: jagshopuk@aol.com (parts);

service@jagshopworkshop.com (workshop)

Website: www.jagshop.co.uk (parts);

www.jagshopworkshop.co.uk (workshop)

Jaguar cushion

You may already have a picture of your favourite Jaguar in the house; now you can also relax on a comfortable cushion depicting it. Just a Little Bit Different specialise in handmade soft furnishings and, following sufficient interest, is marketing a range of cushions depicting Jaguars – or any other car, come to that. Other options include the reproduction of photographs or other images. They are priced from £35, and a wide range of colours is available.

Tel: 07854 129505





Autoglym Wheel Protector

Autoglym has launched a new wheel protector that lasts up to six weeks on alloy wheels, repelling brake dust and dirt. Your wheels will look cleaner between washes and be easier to clean and maintain.

The protector imparts a super hydrophobic film onto the wheel which, when viewed under a microscope, is uneven, making it difficult for dirt particles and water to stick to the surface. This means brake dust and dirt won't become

baked onto your alloys, making it easier for you to maintain their shine. Additionally, when it rains or you hose down the wheel, the water will bead and roll off the surface taking dirt particles away with it.

The wheel protector is available from motor and car care retailers, priced £9.99.

Website: www.autoglym.com

Bright lights for classic XJ saloons

Those lovely twin headlights of the classic XJ saloon range have a certain deficiency when working on dip beam – the inner lights have just one element, full beam. So, Better Car Lighting Company has introduced a complete conversion set to include inner light units that also shine on dipped beam. The kit includes replacement headlights, inner and outer, high-performance H4 bulbs and two relays. The outer headlights also have a pilot light facility to allow daytime running lights. The bulbs are more powerful, yet use no more power than standard.

The kit is £189.99 (+UK VAT) and comes with full picture-by-picture fitting instructions, making the conversion well within the scope of the amateur enthusiast.

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Diesel Power Plus is said to keep injection systems cleaner by 44 percent over untreated fuel, provide a cetane boost for improved performance and promote a more efficient diesel engine. You pour it into your tank, either monthly to increase fuel economy or every fill-up to maximize power. Testing has shown DPP can increase fuel efficiency by as much as 11 percent. DPP costs £18.99 per bottle. JW has been given some to test and we'll bring you our results in a future issue.

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Racing Jaguars illustration

Arthur Schening, an American graphic designer and illustrator, is also an enthusiast of classic racing cars and has created a series of illustrations of his favourites, including three Jaguars. These are the C-type, D-type and the 1988 Le Mans-winning XJR-9. Crisp, clean and simple, Schening has captured the lines of the three cars perfectly. These illustrations can be ordered as prints via his website, and are 19in wide x 13in tall, costing \$30 each (excluding postage).

Email: arthur@scheningcreative.com

Website: www.scheningcreative.com



XK 120/MkVII control box lid

The RF95 voltage control regulator for the XK 120 and MkVII may be thin on the ground, but the lids are even rarer, due to their vulnerable nature. However, Classic & Vintage Dynamos now also manufacture replacement lids, priced at £25, as well as the complete unit.

Tel: 01623 747666

Email: classic_vintage_dynamos@yahoo.co.uk

Bremont watches

Jaguar and Bremont have unveiled two watches featuring E-type-inspired designs. Jaguar's director of design, Ian Callum, and the creative team at Bremont selected the E-type dashboard as inspiration for the look of the new Mk I and Mk II watches.

The Mk I is finished in polished stainless steel and has a date window at the six o'clock position on the tachometer-inspired dial. It also features an off-set, small, seconds indicator and a distinctive red line quadrant between three and four o'clock.

The Mk II's black dial carries the Jaguar heritage logo above the six o'clock position, and its hour markings are presented in the style of the numerals found on E-type instruments. It also features two subdials at the three o'clock and nine o'clock positions. Both watches are supplied with a perforated racing strap in true Sixties style, together with a traditional leather spare.





Jon Clemett started the business as a specialist valet before moving into vehicle wrapping. Here Jon applies a water-based solution that helps to smooth and stretch the film onto the car's contours

It's a wrap

We visit a Cardiff-based wrapping specialist to discover how you can protect your car from paint damage

WORDS & PHOTOGRAPHY ROGER KEMP

HAVE YOU ever had a new or fairly new car in lovely condition? One that you cherished and kept as clean as the day you bought it? If yes, you will know how upsetting it is to find your first stone chip on the bonnet. However, there are ways to make the threat of such debris damage a thing of the past. We visit Auto Detailing Studio in Cardiff who specialise in such protection, applying a clear adhesive film to the vulnerable surfaces of a car (such as the bonnet, front skirt, headlights, back of the wing mirrors and inside the wheelarches).

Brothers-in-law John Davies and Jon Clemett work together putting on the clear film wrap, Xpel Ultimate Vehicle Wrap, which is completely transparent, does not discolour and comes with a ten-year guarantee. Once it has been applied, it is all but invisible and can be washed and polished exactly the same as

the bodywork of the car. So while the wrap doesn't affect the appearance of the car, it does provide a high level of protection from knocks and scratches.

Jon originally started in the motor trade as a car valet and funded his own specialist training with a company in Bournemouth. He has the knowledge required to undertake all aspects of thoroughly cleaning a car inside and out using a variety of specifically prepared products to leave a finish of the highest standard possible. Indeed, Jon is an authority on most cleaning products in the market place.

About a year ago, after some time-consuming investigation into various products, Jon and his brother-in-law began wrapping cars. This time, the specialist training course was in Holland, a trip that would ensure they knew how to do it to the high standards they set.

The other advantage of the wrap is that it is self-healing – in a gravel test, a wrapped bonnet could withstand stone chips at 70mph. The self-healing properties are provided within the construction of the wrap itself – it is a half-micron urethane coat described as having low surface energy coupled with elastomeric polymers to allow the plastic to reform.

John tells me that he once picked up a nasty mark on the wrapped bonnet of his XKR from a piece of branch thrown up by the car in front while travelling along the M4. He stopped at the services and examined the damage, and it was in his mind that the wrap would need to be replaced, at the very least. By the time he had returned to Cardiff an hour or so later, the mark was barely visible and had disappeared completely by the following day.

Applying the wrap is a fairly lengthy process since it requires a good deal



John works on the other wing – the edges of the film are tucked out of sight and the transparent wrap is not visible



This F-TYPE has had its front end wrapped

of skill and patience to reach a perfect finish. The wrapping material is initially floated onto the car using a water-based solution. Then, using special applicators, the material is carefully stretched and smoothed onto the car body, ensuring that no bubbles are left and that the finish is completely smooth, even on the most difficult curved areas. To complete a wrap on a standard saloon car takes about two days. Says Jon, "We're hoping to extend the wrapping services to include windscreens, which some manufacturers of high-performance supercars already offer as an option. It offers significant protection against stone chips and, as manufacturers start to build more functionality into windscreens, notably head-up displays, the cost of replacement will become quite expensive." In the future, insurance companies may not automatically bundle windscreen protection in with a fully comprehensive package, and when that happens, covering

the precious glass with a protective screen may save considerable expense.

On the day of my visit, there is a new Nissan 370Z Nismo in the workshop being wrapped, and Jon explains, "Most of our customers have brand new cars because wrapping is not such a beneficial process once the paintwork has started to show signs of wear." Watching them at work, I can see the elasticity in the wrapping material that allows it to follow the contours of the car.

Each wrap is specifically designed for the model to which it is being applied. When Jon has a car booked in for wrapping, he contacts his suppliers and they send him the sheets of material cut to size. As with many automotive products, the wrapping material originated in America.

Wrapping is available for almost every model of car and would be suitable to a recently restored classic, where the paintwork is fresh and unmarked. He has already wrapped an F-TYPE and is

convinced that wrapping a car not only offers protection, but also increases its resale value. If required, the wrap can be removed from the car with no damage whatsoever to the underlying paint.

The wrapping material not only protects against stone chips, it also resists swirl marks from automatic car washes, and can withstand the acid in bird droppings. I ask Jon if they have plans to offer coloured or printed wrapping. He replies, "There are a number of other companies already offering those services so we decided to specialise in protective film, but we can offer a matt finish for anyone who wants to keep the appearance of their car up with the latest fashions."

As well as wrapping, Auto Detailing Studio offers a range of services from paint correction to machine polishing – a one-stop shop for most paint protection and finishing needs.

Jaguar owners can be sure of a warm welcome. "We are both great fans of the Jaguar marque and have owned a number of them over the years," said John. "I currently use an aluminium-bodied XKR Coupe as my everyday car."



John and his XKR – the front has been wrapped and is free of stone chips

Jon Clemett



John Davies



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history, this XF feels like new to drive. The engine is smooth and responsive, the automatic six-speed 'box changing up and down as it should, the steering wheel-mounted paddles adding more control.

Grip is excellent, as are the brakes. Close your eyes (probably best not while driving, though) and it's hard to distinguish this car from a brand new one. Plus, these earlier, six-speed models have better economy compared to their current eight-speed brethren – 42mpg compared to 37mpg.

And it's half-a-second faster to 62mph too, which it does in 5.9 seconds.

Verdict

A handsome, well-maintained and well-equipped saloon that's ready either to be put to work or to carry on being pampered. It's great value, too, and if you were in the market for a practical and economical diesel saloon, you'd be hard pressed to find a better one than this.

Six years after it was launched, the XF S remains a highly capable saloon. With its 3.0-litre diesel engine producing 275PS (35 more than standard), it's fast yet economical. The XFR 5.0 might be the headline act of the range, but the S is the one to choose for regular use. Plus, when married with the Portfolio trim level (which includes satellite navigation, climate control, cruise control, parking sensors, heated seats, Bowers & Wilkinson 440W sound system and 20in alloys), it makes the car a highly sort-after saloon.

This very early example (registered November 2009) for sale through Arun Ltd represents fabulous value for money over new. With just under 45,000 miles and coming with desirable optional extras (TV and rear reversing camera), at £20,000 it is £30,000 below the current price list. It might be the pre-facelifted model with the larger headlights, but with its boot spoiler it's a handsome car that's well presented. The Liquid Silver paint is unmarked, as are the handsome Senta alloy wheels. The interior – consisting of Warm Charcoal upholstery and veneer, plus Dove Grey roof lining – also looks like it's just left the showroom.

Unsurprisingly, by averaging just 9,000 miles a year and coming with a full service



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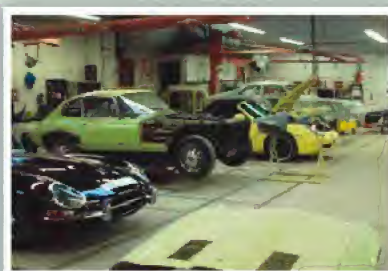


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INDEPENDENT JAGUAR XK SPECIALISTS



Established in 2010 Sheffield Prestige offer an independent, quality service / repair and sales alternative to the main dealers and specializes in all Jaguar models. Our sales cars are hand picked and comprehensively checked and valeted prior to sale and all our service and repair work is carried out by factory trained ATA master technicians equipped with the latest diagnostic equipment and tooling.

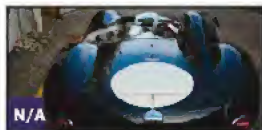
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N/A
Mk V and pre-1949 cars
Replacing the retrospectively named Mk IV, the Mk V was Jaguar's first new post-war saloon.



N/A
C & D-TYPES & replicas
Lightweight and aerodynamic, racing cars never looked so good as the Le Mans-winning C- and D-types.



N/A
Mk VII, Mk VIII and Mk IX
Grace, pace and space. The best handling large saloon of its day, scoring race victories and sales success.



114
Mk I, Mk 2, 240, 340, Daimler V8
The quintessential classic saloon, and still one of the most highly-regarded and best-loved compact Jaguars ever.



114
XJ6 S1, S2, S3 & Daimler
Hugely popular saloon with a production history that spanned three series – and each is a great classic.



116
XJ-S
Fast luxury GT available with both V12 and six-cylinder engines. The actual, if not spiritual, E-type replacement.



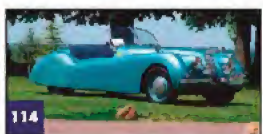
116
X300 saloons & Daimler '94-'97
The last six-cylinder XJ, and as such it is a model that is fast becoming recognised as a true modern classic.



118
1997 - 2003 XJ8 (X308)
Into the V8 age with the last of the traditional steel-bodied XJs – the supercharged XJR is a real stormer!



119
S-TYPE
It wasn't perfect when it was launched, but the S-TYPE was dramatically improved and, today, is great value.



114
XK 120, XK 140 and XK 150
Seminal sports car range that originated with the XK 120...which was only ever intended to be a show car!



114
E-type S1, S2, S3 & 2+2
Curvy, rapid and in need of no introduction. Still arguably the most beautiful production vehicle of all time.



N/A
Mk X and 420G
Aimed at the US market, Jaguar's one-time flagship model still makes for an imposing presence on the road.



N/A
S-type, 420, Daimler Sovereign, '66-'69
A larger, plusher Mk 2 with independent rear suspension, both the S-type and 420 have much to offer.



114
XJ12 S1, S2, S3 & Daimler
V12 engines and even higher levels of speed, refinement and comfort. The ultimate modern classic perhaps?



116
XJ40 and Daimler '86-'94
It was a long time coming, but the XJ40 shrugged off its initial troubles and is still a great performer today.



118
XK8 & XKR
The latter day E-type and its supercharged sibling – the XKR – heralded a new era for Jaguar.



N/A
2003 - 2010 XJ saloon (X350)
Enter the aluminium era – bigger than any XJ before, but lighter too, the air-sprung X350 is a technical tour de force.



121
X-TYPES
Jaguar's saloon 'baby' model with a derivative to suit all – estate, saloon, diesel, petrol, two- or four-wheel-drive.

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- ☐ 4. E-TYPE S1, S2, S3, & 2+2
- ☐ 5. MK VII, MK VIII & MK IX
- ☐ 6. MK X & 420 G
- ☐ 7. MK1, MK 2, 240, 340, & DAIMLER V8
- ☐ 8. S-TYPE, 420, DAIMLER SOVEREIGN '66-69
- ☐ 9. XJ6 S1, S2, S3 AND DAIMLER

- ☐ 10. XJ12, S1, S2, S3 & DAIMLER
- ☐ 11. XJS
- ☐ 12. XJ6 & DAIMLER '86-'94 (XJ40)
- ☐ 13. XJ6/XJ12 & DAIMLER '94-'97 (X300)
- ☐ 14. XK8 & XKR
- ☐ 15. 1997 - 2003 XJ8 (X308)
- ☐ 16. 2003 ONWARDS XJ SALOON (X350)
- ☐ 17. S-TYPE
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XK 120, XK 140 & XK 150 for sale

XK150 SE



1960, £69,500. Retaining its original Registration and originally first registered 23/7/60 (one of only 99 Right Hand Drive FHC built). Including a new complete stainless exhaust, petrol tank, expansion tank and Kenlowe fan fitted etc. MoT until November 2015. The car drives extremely well, good oil pressure, brakes are superb. A very torquey car that's easy to drive. Stunning. Genuine enquiries only please. 07764 464053 (HP)

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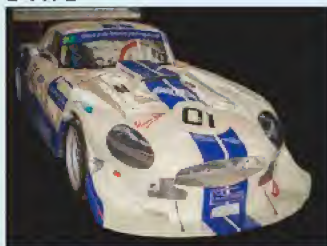
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E-TYPE ROADSTER SERIES II



1968, 49,000 miles, £47,000. In Jaguar light blue with all original rustfree bodywork. Supplied in California. Recent mechanical work includes top engine overhaul and fitment of standard ratio (3.07) CWP. Excellent unrestored condition. Oxfordshire. 01491 573845 (HP)

E-TYPE



For sale is the well known V12 racing E-type Jaguar campaigned by Malcolm Hamilton and Rob Beere from 1988 until 2001. This 700+bhp monster achieved the title of the world's fastest E-type and also became known as 'the beast' because of its enormous horsepower and speed. It is built to virtually TWR Group C Le Mans XJR-9 specification. A full detailed specification is available on request. I have extensive history files detailing its race wins, development etc from the early 80's until current time. I wrote 3 extensive articles for the Jaguar Enthusiast magazine last year in the June/July / August editions. The car is also recorded in several Jaguar books and numerous publications. Serious and substantial offers are invited for this important piece of jaguar history. Price on application. (T). griffiths418@btinternet.com (HP)

E-TYPE ROADSTER V12

1972, 56,000 miles, £52,000. Roadster manual. 3 owners from new with only 56,000 miles with documented history. Originally a LHD car which was brought back to the UK and professionally converted. Fitted with wide rim wheels and tyres. Has just had a mechanical overhaul and will come with new MoT. Hampshire. 07855 317044 (HP)

Mk 1, MK 2, 240, 340, Daimler 2.5 V8 & V8 250 for sale

MK 2 3.8



1964, £29,750. Manual 5 Speed Synchromesh New wheels and Tyres, Re Chromed Bumpers, Alternator, Kenlow Fan Radio, Fitted Luggage, Tool Kit, Everything else new, Restored or Repaired. Cambridgeshire. 07918 664304 (JW)

MK2 2.4



1960, 53,000 miles, £13,500. Two owners, manual with overdrive, very original, MoT, new brakes, outstanding condition, totally original spoke wheels, red leather, never welded, drives superb. Herts. 07860 463423

DAIMLER DS420 FOR SALE

DS 420

1984, £2,500 ono. No MoT-In working order. Derby. 07870 112335 (JW)

DS420



1991, 108,000 miles, £5,500. Used as part of our fleet for over 3 years, colour-white, black interior in front of vehicle with grey seats and carpets to rear, glass partition between front and rear, heaters to front and rear. Some surface rust on the body but nothing major. MoT until May 2015 (full year can be arranged). Seats up to 8 people including driver. Northern Ireland. 07835 113805 (HP)

XJ6 S1, S2, S3 & Daimler for sale

SOVEREIGN

1973, £4,495 ono. Engine size: 4.2 petrol straight 6, year: 1982. Tax and MoT done drive away. Never been welded. Good project car. Essex. 07983 093991 (HP)

SOVEREIGN



1966, 125,000 miles, £1,750. Excellent condition, body & interior, new tyres all round, no Tax or MoT, reason for selling licence revoked due to eye problems. Also new battery. Dorset. 01308 488450

XJ DAIMLER

£3,000. More cash available for the best car offered. Please telephone anytime, kindly leave a message if no reply. West Yorkshire. 01924 492544

XJ6

1980 (X reg), 35,000 miles, £0 offers. White (interior black). Clean original car. Two owners and history. Selling due to grandads death. Not sure what its worth. Been in a film (Flick). Gwent. 01495 774400 / 774545 (PB)

XJ6 SERIES 1

1970, £400. 4.2. Laid up! Complete engine head. Unmachined. Will need complete strip down etc. Turns, full of oil etc, carried out 60,000 miles. Auto box for same £200. V5 available Jaguar 71.2. Bristol. 07840 400569 (PB)

XJ6 SERIES 2 AUTOMATIC



1973, 34,000 miles, £12,995. Stunning time warp. Old MoT's, swb, power steering, correct chrome wheels, (not painted like most models) stunning unmarked leather trim. Lots of bills, just serviced. Enjoy this beauty, drives like a Jag should, enjoy the stylistics or the commodes on the 8 trak, as you cruise in this smooth old girl, a pleasure. Cherish drive enjoy, possible classic p.x. Call Tony on. Yorkshire. 01482 326821 or 07838 145871 (HP)

XJ12, S1, S2, S3 & Daimler for sale

DOUBLE SIX



1978, 57,000 miles, £3,000. MoT November 2015, new rear discs Axle Tubes, battery and recon calipers and Alternator. Will take P5B or Old Jag project in part x. Rugby. 01788 840123 (JW)

DOUBLE SIX



1987, 15,305 miles, £15,000. New MoT, the car is in the Forest Hill area of south-east London SE23. Please call for more details and more detailed pictures. London. 07950 338604 (JW)

V12



1990, £7,950. Regency red, magnolia hide, piped cherry red, abs, a/c, factory fitted CD autochanger, fsh, all old MoTs, mileage only 4,400 year, truly stunning, top show condition. Kent. 01622 206383



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2008 58 JAGUAR XF 3.0 PREMIUM LUXURY V6 AUTO, PETROL, Ebony/Barley Hide, 1 owner, 19,000 miles, FSH **£14,495**

2007 07 JAGUAR XJ 2.7 TDVI Sovereign V6 AUTO DIESEL, Indigo Blue/Ivory Hide piped Warm Charcoal, 42,000 miles, FSH **£12,995**

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2009 59 JAGUAR X-TYPE 2.0d SPORT DIESEL, 5 Speed Manual, Liquid Silver, Warm Charcoal Half Hide, Sat Nav, 1 Owner, 38,000 miles, FSH **£8,995**

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4.2 • Auto
 Jaguar Racing Green
 Mileage: 41,000

£13,995



1993 (K) JAGUAR XJS CONVERTIBLE

4.0 • Auto
 Diamond Blue
 Mileage: 70,000

£10,995



2007 (07) JAGUAR XJ SALOON

Sovereign 2.7 TDVI Diesel • Auto
 Midnight Black
 Mileage: 77,900

£10,995



2007 (07) JAGUAR S-TYPE SALOON

Special Edition XS 2.7 Diesel • Auto
 Indigo Blue
 Mileage: 30,823

£5,995



2007 (07) JAGUAR X-TYPE SALOON

Sport 2.2 Diesel • Manual
 Shadow Grey
 Mileage: 74,500

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XJS for sale

THE XJS REBORN



KWECARS.COM 01635 30030

3.6 COUPE



1987, £1,000 negotiable. Final MoT due to corrosion around f&r suspension areas and outer sills. Few other items also. Much loved car, mine since May 93, interior good, leather, restoration or spares possibility. Nottinghamshire. 0115 854 7491

XJS



1992, 82,916 miles, £4,995. 4.0 ltr auto sports. Nice condition inside and out, new MoT, personal plate FJM935. Drives spot on. Bargain. Kent. 07989 417323 (HP)

XJS



1994, £2,895. British racing green. 4 litre, outboard discs. Lovely condition. Nice magnolia interior. New headlining, new painted alloys. Sports exhausts. Sport gearbox. Lovely driver. Any inspection. May p/x or any parts etc. Yorkshire. 01226 297411 (PB)

XJS

1989, 65,000 miles, £1,000. 3.6, 4 speed automatic, very clean rust free car, good chrome, good tyres, runs and drives well, needs some attention to the interior. This is a project car. It has no tax/MoT, there is no history with it, and the speedo is stuck at 65k. I have the V5 in my name. It drives VERY WELL, and will not take much to be on the road. 01215 331965 (MU)

XJS



1922, 138,257 miles, £2,200 ono. Manual 4.0. Very good condition. Full service history. MoT to June. No road Tax. Have long scratch on the right side. Car is very strong and fast, no knocking or some noise. London. 07536 571741 (HP)

XJS

1989, 74,000 miles, £1,495 ono. Full service history, all prev MoTs, lots of history and receipts, a4 folder full, ex cond and runner, 4 new tyres, new centre exhausts new headlining no expense spared on this vehicle, heated seats, elec windows, cruise control, digital trip computer new cills 2 years ago. MoT recently expired no time to MoT as ive just purchased a xk8. 07825 238852 (JW)

XJS 4.0 COUPE AUTO



1993, 52,000 miles, £5,500. Platinum Silver with Isis trim, virtually unmarked. Runs and drives as a Jaguar should. Two owners since first registered to Caffyn Jaguar with its distinctive registration number K555XXX. Low mileage supported by service history. 12 months MoT and its original tool box and handbooks. A truly fine example of a superb motor car. Essex. 01702 230699 (HP)

XJS 4.0

1991, 71,000 miles, £6,950. Coupe automatic facell. Finished in stunning red metallic, unmarked cream leather, with exceptional service history, old MoT's (famous previous owner) 4 speed automatic with sports mode, air/con lattice alloys, alarm 2 keys, on board computer, electric seats windows mirrors, new roof lining, new tyres, this superb XJS must be seen to be appreciated, lots spent to keep this marque exceptional, call tony. Yorkshire. 01482 326821 07838 145871 (HP)

XJS CELEBRATION CONVERTIBLE



1996, 73,500 miles, £15,950. AJ16 engine. Sapphire blue with cream leather jaguar embossed seats. Immaculate, every factory extra installed. Original export model to Texas, imported to Spain 2008 homologated to EU standards. Taxed and tested. Garaged Madrid. bwalker@novopro.com. (0034) 696 251 646 or UK line 0203 004 8877 (BM)

XJS TWR REPLICA



1989, 85,000 miles, £5,200. Road going car, could be used for track days with a little work. Running a 6.0L modified engine. Very fast and sounds great through side exhausts. I have receipts covering over £40,000 of servicing and upgrades. Very solid and rust free. Brighton/sea. 07734 329280 (JW)

XJS V12 MANUAL 5 SPEED



1987, 88,000 miles, £5,500. Low mileage V12 Jaguar XJS, Converted to Manual, via a Lister conversion aka Simply performance adapter kit. Up rated clutch, new roof lining, XK8 17" alloy wheels. Many many improvements including recon 3.44 diff and induction kit Sounds amazing! Just had new spark plugs and oil service. Best around!! Phone for details. 07791 908417 (MC)

XJ6 (XJ40) & Daimler 86-94 for sale

XJ40



1994, 46,000 miles, £7,500 ovno. Luxury saloon, V12 auto, MoT April 2015. Prize winner at Scottish Jaguar Club Show and Aberdeen Jaguar Club 2014. Very good condition. Moray. 01343 541035

XJ6 GOLD EDITION

1994, 30,121 miles, £5,289. Registered new 21st March 1994 by Jaguar Main Dealers Colliers of Sutton Coldfield, this low mileage example has covered just 30,121 miles from new. Full Jaguar Service History with every MOT certificate from new fully support this incredible car. The interior in particular is simply sublime. MoT July 2015 UK or can be German registered too. (T). +49 172 523 8415 (HP)

XJ6 (X300) & Daimler 94-97 for sale

DAIMLER V8 LWB



2001, 73,497 miles, £5,999. Immaculate Sapphire Blue with Ivory leather, every option including Sat Nav, park sensors, Alpine Audio, drives perfect and will be sold with a new MoT, please call for more info and pictures. jourdankabir@yahoo.co.uk (JW)

DOUBLE SIX V12



1997, 79,237 miles, £3,999. LWB 6.0 V12. This is the last year and model that Jaguar cars produced a V12 engine car, a definite investment thats already rising in value. 79k FSH 1 previous owner and original throughout. More info available and a bargain at this price. 07922 130969 (JW)

SIX



1995, 105,000 miles, £1,850 ono. The most expensive car that Jaguar made in the (x300) range. Cost almost £55,000 in 1995. This is the 4 litre auto version with matchstick inlay wood and picnic tables in the rear. Car drives like new with 4 new struts and 4 new tyres last year. Recent MoT with over 9 months left on it. Full service history and receipt file. Scotland. 07837 777271 (HP)

SOVEREIGN



1995, 55,000 miles, £4,400. Lovely condition throughout. Sapphire blue metallic paint and oatmeal leather trim. With complete history. Top Sovereign specification plus ESR and CD multichanger. The car has been carefully maintained and everything works as it should. Tool kit is complete and unused. Comes with both set of keys and all original factory books. Norfolk. 07801 387062 (HP)

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Jaguar XK 4.2 Supercharged V8 2dr Auto 2007 (57) Black. Automatic, Coupe, Petrol, 20,000 miles, Metallic Midnight, PSN, Navigation system with touch screen, Dual zone automatic air conditioning, Bi-Xenon headlights + Auto levelling, Bluetooth wireless phone connectivity, Cruise control + speed limiter, 20" Santa alloy wheels, 10 way electric front seats including lumbar support, Memory pack - XK, Speed sensitive power steering, DSC-Dynamic Stability Control, R sport seats, Intrusion sensing and inclination sensing, Engine immobiliser, Serviced and looked after by us since 2011 **£24,995**



Jaguar XK8 4.2 Premium 2dr 2004 (04) 111,000 miles, 4.2L, Petrol, Automatic, Coupe, Blue - Metallic Ultraviolet, Service history, Climate Control, Cruise Control, Parking Aid, Alarm, Computer, Electric Windows, Heated Front Screen, In Car Entertainment, Upholstery Leather, Air conditioning, Central locking, Cruise control, Heated seats, Parking aid, Satellite navigation, Headlamp Powerwash, Electric Memory seats and Steering Column, Rain Sensing Wipers, 20" Sepang Alloys, Ivory Leather Seats, 4 seats **£9,995**



Jaguar XK8 4.2 2dr Auto 2004 (53) 70,000 miles, 4.2L, Petrol, Automatic, Coupe, Silver - Metallic Platinum, Full service history, 3x3 point rear seat belts, Air conditioning, Airbags, Alarm, Alloy wheels, CD Player, Child locks & Isofix system, Cruise control, Electric door mirrors, Electric windows, Folding rear seats, Height adjustable driver's seat, Immobiliser, Leather seats, Lumbar support, Parking aid, Power steering, Radio, Remote central locking, Sports seats, Traction control **£10,995**



Jaguar XK 5.0 Supercharged V8 R 2dr Auto STUNNING 2010 (10) Blue Automatic, Convertible, Petrol, 25,000 miles, Full dealership history, DVD Satellite Navigation with 7" colour display, Dual zone automatic air conditioning, Bi-Xenon cornering headlamps with auto levelling and pressure washers, Bluetooth wireless phone connectivity, Cruise control - speed limiter, 20" Nevis alloy wheels, Electric front windows + drivers one touch/anti-trap, 6 disc dash mounted CD/MP3 autochanger, 16 way front seats, Perimeteric and volumetric anti theft alarm, Engine immobiliser, Bowers and Wilkins Stereo, Blue Power Hood, Super Performance Brakes **£37,995**



Jaguar 2.7TDV XJ Executive LWB 4dr 2006 (06) 77,000 miles, 2.7L, Diesel, Automatic, Saloon, Blue - Pearlescent Ultraviolet, Service history, 3x3 point rear seat belts, Air conditioning, Airbags, Alarm, Alloy wheels, CD Player, Child locks & Isofix system, Cruise control, Electric door mirrors, Electric windows, Folding rear seats, Heated seats, Height adjustable driver's seat, Immobiliser, Lumbar support, Parking aid, Power steering, Radio, Remote central locking, Traction Control, Premium Sound Music, Barley Leather, Bluetooth, Headlamp Powerwash, Xenon Headlights, 5 seats **£9,995**

XK Section

Jaguar XK 4.2 Supercharged 2dr Auto 59,000 miles 2005 (05) Petrol Automatic Metallic Platinum, Leather sports seats, Cruise control, Reverse parking aid, Convenience pack - XK8/XKR, 20" Detroit alloy wheels, Electric front windows, 6 CD autochanger, Automatic climate control, 12 way electric front seats, Electric front lumbar adjustment, Electric adjustable steering column + Entry/Exit memory, DSC-Dynamic Stability Control, Traction control, Intrusion sensing and inclination sensing, remote control central locking, Heated electric door mirrors, Immobiliser, controls on steering wheel, Warm Charcoal Leather Recaro Seats, Brembo Brakes, R Pack, Satellite

navigation, 4 seats **£14,995**

Jaguar XK8 4.2 2dr 2004 (54) 74,000 miles, Petrol, Automatic, Convertible, Metallic Platinum, Service history, Adjustable Steering Column/Wheel, Alarm, Alloy Wheels, Central Door Locking, Climate Control, Computer, Cruise Control, Deadlocks, Electric Windows, Electronic Stability Programme, Head Restraints, Immobiliser, In Car Entertainment, Mirrors External & Internal, Power-Assisted Steering, Seat Lumbar Support, Spare Wheel, Speakers, Steering Wheel Mounted Controls, Traction Control System, Warm Charcoal Leather, Reverse Park Sensors, Electric Memory Seats and Steering Column, Cup Holder, 19" Alloys, 4 seats **£13,995**

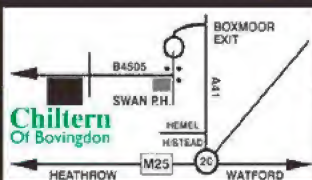
Jaguar XK8 4.2 2dr Auto 2005 (05) 92,000 miles, Petrol, Automatic, Convertible, Metallic Midnight, Burr walnut veneer, Cruise Control, Reverse Parking Aid, Electric front & rear windows, 6 CD autochanger, Automatic climate control, Electric front seats, Electric adjustable steering column + Entry/Exit memory, DSC, Traction control, Custom fit RDS audio with telephone keypad, Intrusion & Inclination Sensing, Remote Control Central Locking, Heated Electric Door Mirrors, Immobiliser, Audio-voice controls on steering wheel, Satellite navigation, 20" Detroit Alloys, Brembo Brakes, Warm Charcoal Heated Recaro Seats, Black Mohair Hood, 4 seats **£13,995**

XJ Section

Jaguar 2.7TDV XJ Sovereign 4dr 2008 (08) 43,000 miles, 2.7L, Diesel, Automatic, Saloon, Metallic Emerald Fire, Full dealership history, Satellite Navigation, Climate Control, Cruise Control, Heated Seats, Voice Activated Controls, Alarm, Alloy Wheels, Computer, Electric Windows, Heated Front Screen, In Car Entertainment, Paint Metallic, Seats Electric, Telephone Equipment, Ivory Leather interior, R' Leather Steering wheel, Front and Rear Park Aid, Satellite navigation, CD Player, Cruise control, Central locking, Airbags, 19" Polaris Alloys, Headlamp Powerwash, Bluetooth,

Electric Memory seats and steering Column, Immobiliser, Xenon Headlights, Mirror Pack, Rain Sensing Wipers **£15,995**

Jaguar 2.7TD XJ Sport Premium 4dr 2007 (07) 55,000 miles, 2.7L, Diesel, Automatic, Saloon, Black, Satellite Navigation, Climate Control, Cruise Control, Parking Aid, Heated & Electric Seats, Alarm, Alloy Wheels, Computer, Electric Windows, Heated Front Screen, In Car Entertainment, Paint Metallic, Telephone Equipment, Upholstery Leather, Bluetooth, 20" Calisto wheels, Front and Rear Cup Holders, Premium Sound Music, 5 seats **£13,995**



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nights' dinner, bed and breakfast at any Richardson hotel, plus a complimentary bottle of wine on departure, paying from just £42.40 per room/per night low season at The Grosvenor Hotel.

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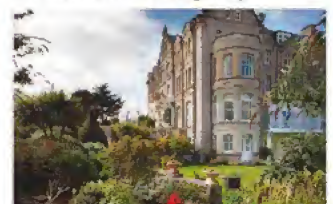
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grand dame, Falmouth Hotel, or either of the 4 star boutique hotels, The Fowey or The Metropole in Padstow, all have stunning views of the water and offer easy access to the South West Coastal Path or Camel Trail respectively.

For more details or to book, call 0800 005 2244, quoting reference: JW01 or e-mail: reservations@richardsonhotels.co.uk using the same reference.

*Offer (based on two sharing a standard double/twin room and a minimum two-night stay) valid until June 30, 2015, excluding Valentine's and subject to availability of allocated rooms and new bookings only.



SUPER V8



1998, 93,487 miles, £5,999. Full history, sapphire blue, oatmeal leather, complete service history and almost £3,000 spent recently on upgrades including timing chain tensioners, now getting very hard to find in this condition, appreciating modern classic. Middlesex. 07453 055376 (JW)

XJ6



1994, 74,000 miles, £995. 3.2 Auto. MoT till August 2015. Good all round condition Ivory leather interior. Red carpet. Good tyres.c/l pas. e/w cd changer. Selling due to ill. coco.spurr@yahoo.co.uk (JW)

XJ6



1994, 107,000 miles, £1,500 ono. This is a special edition supercharged 1994 Jaguar XJ6 Sport in blue. Excellent condition. Up to date with servicing and new tires. Tax due: 01 July 2015. MoT: 02 October 2015. 3980cc, 223 bhp. above.90@gmail.com. Suffolk. 07477 940749 (HP)

XJ6 (X300) SPORT



1995, 143,000 miles, £2,250 ono. 3.2 litre auto. MoT June 2015 FSH. Stamps, bills old MoTs etc Carnival Red. Recent service & new water pump. No rust. Lovely cared for example. Billingham. 07828 563680 (JW)

XJ6 SPORT X300

1997, £1,250 ovno. 3.2 litre auto saloon, metallic blue, cream leather. Jaguar alloy wheels, requires minor sorting, hence offered (spares, repair). Phone morning or evening. Surrey. 01737 769887

XK8 & XKR for sale

CONVERTIBLE



1999, 161,000 miles, £6,250. Blue, cream leather, engine replaced by Jaguar 2004, 5 months MoT, £2,000 recently spent, everything works, great looking car, lovely to drive. West Midlands. 07966 516415

SUPERCHARGED XKR



2002, 76,000 miles, £8,995 ono. FSH, 2014 Comprehensive refurbishment including suspension, underbody and wheels. £5,000 worth of work completed this year. MoT to Aug 2015, full main dealer service as part of sale. Northamptonshire. 07545 544934 (JW)

WANTED!!!



XK8/XKR and XJ Saloons 2003-09, XF/XFR, S-Type 05-09, XJS Coupe/Convertible and Series 3 XJ6/12. For a discreet and effective nationwide service either purchase or commission, please contact WYN THOMAS JAGUAR (Essex) 07973186698 or wyn@wynthomas.com (T) (HP)

XK8 CONVERTIBLE



126,000 miles, £5,995 ono. 99v Full service history, including new chains etc at 100k, Silver with cream leather black roof and tonneau cover, we have owned the car for the last 6 years, sports exhaust, good condition for age. sjsisson@btconnect.com (JW)

XKR



2004, 60,000 miles, £13,995. 4.2ltr. One of the last XKRs with all extras including carbon fibre trim, Brembo brakes, Sepang alloys & full recaro trim. Used as a second car for car shows and maintained regardless of cost. FSH and new discs/pads on the front. Immaculate and perfect for an enthusiast. Gwent. 07771 852703 (JW)

XKR



2001, 68,000 miles, £8,000. I'm selling my lovely Gold 2001 Jaguar XKR, with full Jaguar Main Dealer service history (11 Stamps). Full Black Leather interior with 20" wheels, sat nav and tracker. This car has been cherished and maintained regardless of cost and is absolutely stunning. Selling as I'm downsizing and will be sad to see this one go! West Midlands. 07800 553417 or 01564 742332 (HP)

XJ8 (X308) & Daimler 97-03 for sale

SOVEREIGN

1997, 78,000 miles, £1,295 ono. LWB, 4 litre V8. X308. Economical five speed ZF auto. In metallic admiralty blue with cream leather. MoT Oct 2015. All usual Sovereign options. Runs and drives really well. May take older p/ex. Warwickshire. 02476 160817 or 07951 361719 (PB)

SOVEREIGN SWB



2001, 78,237 miles, £3,999. Stunning Pacific blue and perfect Ivory leather, rare SWB car and 2001 means later steel engine and tensioners, complete service history, drives as new, no rust at all and new MoT, any inspection. London. 07845 600278 (JW)

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SOVEREIGN V8



2002, 78,234 miles, £3,499. 4.0 LWB. This is the last year they made this lovely shape, excellent condition and new timing chain tensioners just fitted, must be sold hence low price, call for information and high spec on the great car. London. 07765 263617 (JW)

V8

2002, 103,000 miles, £3,995. Automatic, green. Good condition. MoT. 5 good tyres. Drives excellently. Central locking. 6 cd player. Cruise control. Bargain. Lancashire. 07881 691017 (RB)

X308 SUPER 8 LWB



2000, £4,250. Dark blue with all extras including adjustable rear seats. Well looked after in good condition. Full MoT, regular services by Jaguar, good tyres and running well. Sorry to see her go but space demands it. Suffolk. 07860 280041 (JW)

XJ HEARSE



1998, 90,000 miles, £3,995. Lovely condition Daimler Hearse. Smooth V8 engine. Magnolia leather. Excellent condition for the year. Ready for work again. MoT May 2015. For more details call Mark. Asking £3,995 with a new MoT. East Sussex. 07775 861060 (HP)

XJ8



2001, £5,995. 3.2 Executive 2001 model year. 1 owner from new. 45k only with full supplying Jaguar dealer history. Private plate included. every MoT from new and exceptionally comprehensive documentation. platinum met with warm charcoal. steel liner engine developing 240 bhp. C/control, park distance control, 6 stack cd, ice cold a/c. 12 months warranty included. The last classic Jaguar saloon. Wyn Thomas Jaguar (T). Essex. 01992 571532 / 07973 186698 (HP)

XJ8



1997, 53,400 miles, £3,700. MoT Feb 16, immaculate throughout. Seafrost, beige leather. Looks, drives like new, full history, new engine at 18,504 miles, reconditioned gearbox. Surrey. 0203 601 6998 or 07984 469856

XJ8



1998, £93,000. 3.2 Auto. One owner plus Jaguar, Carnival red/leather oatmeal, fsh, all bills, always garaged, MoT September, chain/tensioners/water pump replaced, fsh, 6 CD, new XE ordered. Kent. 01959 569180

XJ8 3.2 SE



58,000 miles, £4,750. This XJ8 3.2 SE is one of the last of the X308s, having covered only 58,000 miles by 2 owners. Finished in Zircon blue with Full Oatmeal leather. The car has Heated memory seats, cruise control, CD changer and a Full Service History. It runs and drives well and is in excellent all round condition. Delivery and Part Exchange possible. See more of our cars at www.sssjaguars.co.uk or call (T). 01622 8446087 or 07768 883858 (HP)

XJ8 3.2 SE



58,000 miles, £4,750. Finished in Lovely Zircon Blue Metallic with Oatmeal Classic Leather with Burr Walnut. The very last of these XJs have super specification including Reverse Park Aid, Heated Front Screen, Heated Memory Seats, Rain Sensing Wipers and Cd Autochanger. Delivery and Part Exchange possible. See more of our cars at www.sssjaguars.co.uk or call. 01622 8446087 or 07768 883858 (HP)

XJ8 3.2 SE



2002, £4,465 ono. Seafrost metallic/oatmeal leather, immaculate condition 12.5 months MoT/Taxed, recently serviced, recent new parts inc. Brand new 2012 x fr nevis alloy wheel and tyre set 255/295 Pirelli's/modified hubs, type R exhaust finishers, mesh grill, unique eye catching vehicle. Bedford. 07947 771423 (JW)

XJ8 SOVEREIGN



1997, 87,000 miles, £3,250 Offers invited. 4.0 V8. Full Jaguar service history. Excellent condition and has been under sealed MoT due October 2015. 6 cd multichanger, cruise control, sport button ice cold, automatic air conditioning, electrical adjustment & position memory seats & steering wheel electrically adjusted. Northern Ireland. 07767 135112 (HP)

XJ8 SOVEREIGN LWB 4.0



1998, 93,000 miles, £3,249. Same owner for 8 years. This car has been used as a wedding chauffeur car. New engine, new stage 2 steel timing chain tensioners, new throttle body, new thermostat & new roof lining. 1 years MoT, HPI clear, spare tyre, tool kit, manuals & official Jaguar mats. Very high specification. Mediera red with ivory leather. Mechanically flawless & a very reliable v8 engine. Surrey. 07403 204020 (HP)

XJR 4.0 SUPERCHARGED V8



1998, 117,150 miles, £3,500. Jaguar FSH, Meteorite Silver with Oatmeal leather, 3 owners from new, cared for meticulously, ABS, Alarm, immobiliser, alloy wheels, CD multichanger, central locking, electric mirrors, electric windows, power steering, radio, airbags, climate control, electric seats. Immaculate condition inside & out, MoT to October Tax. Swindon. 07815 040038

XK8 SOVEREIGN LWB



1998, £2,495. Finished in rare metallic purple with light cream leather trim. All usual refinements including digital climate control. CD stacker. Electric memory seats. etc. Service history. Recent service and MoT. Superb condition throughout. No rust. No marks on interior. Part exchange welcome. Lancashire. 07508 296072 (HP)

S-TYPE 99-07 for sale

JAGUAR S-TYPE



2007, 98,000 miles, £4,975. 2.7 Diesel SE Auto. Finished in Metallic Lunar Grey with Dove Sports Leather, All usual specification including Satellite Navigation, Electric Seats and Cd Autochanger. Delivery and Part Exchange possible. (T) See more of our cars at www.sssjaguars.co.uk or call (T). 01622 8446087 or 07768 883858 (HP)

S-TYPE



2004, 115,000 miles, £3,150. MoT to August 2015, full service history, removable towbar fitted, colour Ultraviolet Blue metallic finish, Barley sports leather seats, Xenon automatic headlights, good tyres, lots of extras fitted. Wiltshire. 01380 828202 (MU)

S-TYPE



2001, 84,000 miles, £1,450. 3ltr V6, manual, good tyres, wear to driver's seat back, good condition for year. (MoT until February 2016. 2 owners, my car for last 10 years, and I shall miss it. Avon. 01179 420370, 07796 254057

USA DEALER CLASSIFIEDS



J54-352

1954 Jaguar MK VII Saloon

Elegant and luxurious, this Jaguar shows a patina that can only be had over time and careful preservation. A full sliding moon roof is found above the driver's area.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J59-045

1959 Jaguar Mark IX 3.8 Sedan

This very original, matching numbers 1959 Jaguar Mark IX has been well maintained and lovingly cared for by Jaguar professionals throughout its long term ownership. It features a RadioMobile AM radio, and includes its owner's manual, tools, ack, receipts from work completed, some photos of the restoration, original brochures, and its certification from Jaguar Damier Heritage Trust. With its great history of being campaigned, it was appreciated by judges and spectators alike.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J60-797

1960 Jaguar XK-150 3.8 DHC

This Jaguar is currently undergoing a comprehensive restoration to a show/driver level, but may be painted or customized with performance upgrades and/or comfort options of your choosing. The 3.8 engine model had a few distinct changes, amongst them a significant difference in the rear tail light fixtures. With an estimated completion date of Spring 2015, this iconic and very unique XK-150 will present a great opportunity for the collector or enthusiast seeking to add a rare piece of Jaguar history to his or her collection.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J61-753

1961 Jaguar XKE Series 1 3.8 OTS

Classic Showcase is in the process of restoring this E-Type to a show/driver level. All systems will be gone through and the engine will be rebuilt back to factory specifications. The fuel, electrical, cooling, and hydraulic systems will be restored. All components will be rebuilt back to factory specifications, including the engine, transmission, rear end and suspension.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J52-328

1952 Jaguar XK-120 3.4 FHC

Attended and won several shows and Jaguar/British meets since comprehensive restoration. Runs & drives exceptionally well with numerous mechanical improvements.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J73-141

1973 Jaguar XKE Series 3 5.3 V12 OTS

This 1973 Jaguar Series II V12 Roadster is a great example that boasts a nicely restored interior, cruise control, and has had the fuel tank and most engine components rebuilt. It is featured in a striking color combination of Maroon and Biscuit with a Biscuit top and Tennessee cover. Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J65-758

1965 Jaguar XKE Series 1 OTS

This is a very nicely restored XKE Roadster that is one of the most sought after of the Jaguar series I models. With covered headlights this 1965 open two seater still has style and class. It has been restored by a Jaguar professional, and has been well maintained since the restoration, driven sparingly, and kept in a collection in San Diego, CA.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J69-547

1969 Jaguar XKE 4.2 OTS Series II

A truly original car with nearly 30 decades of single ownership. Always well cared for and consistently maintained, numerous original receipts and records of previous work done.
Heritage Certificate of Authenticity
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J77-738

1977 Jaguar XJ6C Sports Coupe

This XJ6C has a great deal of originality. It comes with the period correct AM/FM 8 track stereo, and full instrumentation. With the luxury of power steering, power windows, power brakes, it also comes with the factory air-conditioning.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J95-182

1995 Jaguar XJS 4.0 2+2 CONV.

California car with only 2 owners. The paint and interior is all original and in excellent condition. This car has matching numbers, original Jaguar radio with AM/FM, Cassette and a 6 CD ex-changer in the trunk. Brakes and suspension have been checked and functioning correctly. Engine and mechanical are also in excellent working order and could serve well as a daily driver, or continue to be a show car.
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J64-400

1964 Jaguar 3.8 5 Type Sedan

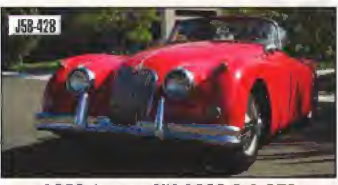
This very original 1964 Jaguar 3.8 5 Type 4 door Sedan has a straight fit, minimal rust, seats in good condition, makes for a great candidate for restoration while you enjoy driving.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J69-254

1969 Jaguar XKE Series II 4.2 OTS

This Jaguars limited ownership and California track plates make it a great candidate for Classic Showcase to restore to Show/Driver level. The engine and transmission were rebuilt back to factory specifications as well as the rear end and suspension. The car received a complete new custom tailored and fit interior or MoTe Red (TRULY BEAUTIFUL) in the correct materials by our upholstery department, including a new top. This car will be an excellent contender at Concours and an exceptional driver as well.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J58-428

1958 Jaguar XK-150S 3.4 OTS

This one owner Jaguar is a very original car that makes a great candidate to take to a Show, or Show/Driver level.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J66-482

1966 Jaguar XKE Series I 4.2 FHC

This matching numbers 1966 Jaguar E-type Fixed Head Coupe has low original miles, a CA black plate, a spectacular color combination, and a Heritage Certificate of Authenticity. This classic would be a great addition to any collection.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J65-570

1965 Jaguar XKE Series I 4.2 OTS

It is not often that you find an E-Type with less than 30,000 miles that is original as this car. This would be a spectacular car to perform a preservation restoration to or you can take it to a high level show car if you wish.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J77-003

1977 Jaguar XJ6L Series II 4.2 Sedan

This well preserved and very stylish XJ6L is a Southern California car since new, and has spent its entire life in the Western region of the United States. It has benefited from a strong maintenance history, and is currently scheduled for a full service and detailing by Jaguar specialists at Classic Showcase.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J59-925

1959 Jaguar Mark IX

Well maintained & lovingly cared for by Jaguar professionals throughout 26 years of single ownership. Beautiful lines and plenty of patina.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J67-98W

1967 Jaguar 420 Sedan

This 1967 Jaguar is an amazing time capsule and has incredible patina. This car has always been owned by the same family since new and was always serviced and maintained by Jaguar Professionals and comes with receipts.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J63-691

1963 Jaguar XKE Series I 3.8 FHC

Fully rebuilt. New suspension. Body stripped to bare metal, metal finished and finished on rotisserie. Numerous performance upgrades. No bumpers and D-type wheels.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J85-248

1985 Jaguar XJ6 Vanden Plas 4.2 Sedan

It is very rare to find a car that looks like it did the day it left the showroom floor. Own one of the finest original examples in the world today. This Vanden Plas Series III Sedan has just over 10,000 original miles.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J61-323

1961 Jaguar XKE Series 1 3.8 OTS

Outside Borenet Latch Numbered 323 in early E-Type production history, this roadster exhibits a high degree of patina throughout, as it proudly shows off its coveted early features including that of welded louvers, flat floors, original trunk lid hinges and rear custom headlight, among other great features such as a period correct Blaupunkt AM/FM radio.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100



J63-707

1963 Jaguar Mark II 3.8 Sedan

Its matching-numbers original engine has been recently rebuilt, while the braking system was also rebuilt over the course of the past few months by a Jaguar certified technician. It should be noted that as the Jaguar has not seen regular operation in some years, a careful check of all mechanical systems is advisable before serious road use.
Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100

WANTED: JAGUAR XK120, XK140, XK150, XKE's, C TYPE, D TYPE AND JAGUAR SEDANS

We work with collectors, clubs and enthusiasts throughout the world to keep preserving the Jaguar Heritage. If you are thinking about selling your classic Jaguar or your collection, please contact us
Classic Showcase - California - www.classicshowcase.com - T: 001 760 758 6100

S-TYPE

2001, 80,000 miles, £1,700. 4 litre. Automatic. Saloon. Rare model. Blue/green metallic. Full Jaguar service history. Excellent condition. London. 020 3234 1051 (PB)

S-TYPE



2005, 99,000 miles, £6,750. R 4.2 Supercharged. Stunning family performance car. 400bhp yet can manage 30mpg. Very reliable and comfortable motoring. Fully spec incl sat nav, cd, parking sensors, full leather, JSH, MoT until December. Stunning car. Warwick. 07771 602847 (JW)

S-TYPE 2.7 TDV6 AUTO SE



2006, 89,000 miles, £7,995. Privately owned from new by Jaguar enthusiasts. Trouble free and careful miles. Recent major service including timing belt, new Pirelli P Zero tyres all round and wheels beautifully refurbished. Up to 42mpg. No children, pets or smokers. New MoT. Surrey. 020 8942 5151 (TS)

S-TYPE SE TD



2007, £10,000. V6. Mint condition in Lunar Grey with ivory and mocha interior. Satin mahogany dash. All Jaguar extras as you would expect from such a fantastic car. Brand new engine fitted by Jaguar in October 2014. Lincolnshire. 01205 870815 (TS)

S-TYPE TWIN-TURBO DIESEL



2004, £5,750. Automatic, silver, sport spec. 76k, exceptional, one owner, FCreamer JSH, belt service June 2014, MoT end June 2015, Bluetooth, full parking sensors, full size spare (unused), pre-DPF. London. 07896 062890 (JW)

S-TYPE

84,000 miles, £Best Offer by 30/06/2015. FSH 2 x owners. 12 x service stamps Best Offer by 30/06/2015. www.jeffersonshotel.co.uk. 07817 259644 (JW)

X-TYPE for sale

X-TYPE

2002, £offers. Sports. 4 wheel drive, 12 months MoT, manual, runs sweet as a nut! Offers or exchange for motorcycle very rough project (British preferred) in bits etc. Clwyd. 01978 842668

X-TYPE



2003, £1,350. In unmarked silver grey. with 2.1 litre v6 super smooth engine, 5 speed manual, power steering, electric windows and mirrors, air conditioning, central locking, and anti-theft alarm. Superb car throughout. poss. p/x. Hampshire. 07771 582389 (JW)

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2002, £POA. 12 months MoT. Any reasonable offer or exchange for vintage/classic motorcycle project, any rough condition. Clwyd. 01978 842668 (RB)

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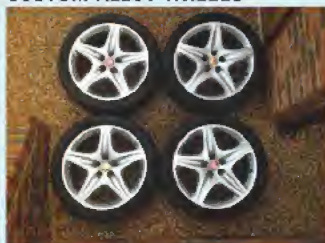


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£200. XJ6 range, Borg Warner 12 from XJ6 S1 4-2 or E-Type, perfect dry stored. 07840 400569

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£350 ono. 9.5J x 19, fit XJ (X350). Pirelli P Zero Rosso 255/40 ZR19 100Y tyres (3 x 3-4mm, 1 x 2-3mm). West Sussex. 07775 566233 (JW)

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1953, £POA. Saloon, parts: (2) door, ash trays - chrome & bakerlight ends plus interior parts. Triumph Vitesse wing mirrors in vgc with 4 chrome nuts, offers please. Glous. 01684 275264

DAIMLER V8 250

£POA. Engine. Phone for details. Herts. 01438 798650

DAIMLER V8 ENGINE

£400. With heads but without ancillaries, auto gearbox, was running in a car until July 2014 when original engine put back, buyer collects. (South Yorks). South Yorkshire. 0114 258 2969

DAIMLER XJ6 SI

£POA. Bumpers, windcreens, grill, dash, bootlid. Jaguar Mk2 60s boot, bonnet, chrome, windcreens, wood, doors, grill, spats, original and coombs, propshaft, lights instruments. Mk1/50s spats, grill, glass, bonnet, carbs, wheels. Gloucestershire. 07977 995207

DAIMLER/JAGUAR

£Various. Mk 2 rear bumper, thick type, usable as is but needs new plate for rubber side mount, £65. Daimler centre horn button dash, £8.50. Speed hold switch, £8.50. East Lothian. 01316 619800 (day) (RB)

E-TYPE 3.8



£300. This is a genuine factory hard top. White head lining. For further information, call Stephen on. Sussex. 07774 162388 (HP)

E-TYPE 3.8



From £1,995. Complete engine, runs. For further information, please call Stephen on. Sussex. 07774 162388 (HP)

E-TYPE PARTS

£2,000. Series1 E-type bonnet for sale. Very good condition in British Racing Green. I am upgrading to Aluminium hence the sale. The bonnet is minus all light fittings bumpers etc. East Sussex. 01883 627171 (JW)

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£100 each. I have two top-of-the-range fully fitted outdoor car covers for sale. To suit (1) XJ Saloon (X350/X358) and (2) XK8/R Coupe (X100). Both are in excellent condition and cost me over £260 each when new. I have now sold both cars. £100 each. Will sell separately. Cheltenham. 07900 553350 (JP)

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£POA. For Series 3 E-Type Roadster, slight damage, £150. 3 wire wheel, average condition. £100. Warwicks. 07711 110040 (JW)

JAGUAR

£POA. Tripple HD8s, nice condition. Fit XJ6, MKII, S-type, XK140/150 etc. 3.34 diff. E-type triple HD8s. Original Series 1. Rebuilt to concours. 5 speed Getrag gearbox with speedo drive. Would suit XJ6, MKII, E-type, XKs etc. 16in lattice alloys. Very good condition. Barnsley. 01226 297411 / 07952 230714 (PB)

JAGUAR 4.2 ENGINE

£offers. In storage for 20 years but turns over, for rebuilding. Swansea. 07811 817874 (JW)

JAGUAR ALLOY WHEEL



2002, £50 ono. 1 x Jaguar X-type 7 spoke. Tyre like new. 205/55 R16. 5 stud. Better than using a space saver if you get a puncture. Ex condition. South Yorkshire. 01302 534155 (RB)

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£POA. Vgc, working order, fit XK150, Mk 2, S-type or E-type with additional parts. G E Trac 5 speed manual gearbox, ideal for E-type, Mk 2, S-type, XK150 etc. Yorkshire. 07952 230714

JAGUAR TRIPPLE CARBS



£POA. 2 inch HD8s. Will fit Mk II, XJ6, S-type etc. VGC. 5 speed manual getrag gearbox. With speedo drive. VGC. Will suit E-type, Mk II, S-type, XJ6 etc. E-type centre dash and gauges. 3.34 diff. 16in lattice alloys. Excellent condition. Yorkshire. 01226 297411 / 07952 230714 (PB)

JAGUAR 5 SPEED GETRAG

£250. Speedo drive. VGC. Suit E-type, Mk II, XJ6, TRs, Austin Healeys. 16in lattice alloys. Very good with or without tyres. MK10 tripple HD8 carbs. Nice set up for Mk 2, S-type, XJ6 etc. Lots of other Jaguar parts. South Yorkshire. 07952 230714 / 01226 297411 (PB)

JAGUAR VARIOUS PARTS

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JAGUAR XJ AXLE



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MK 2 - 3.4 ENGINE



£900. This is a complete engine. For further details please call Stephen on: Sussex. 07774 162388 (HP)

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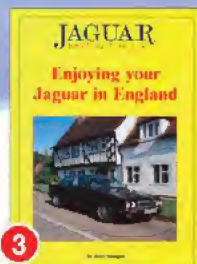
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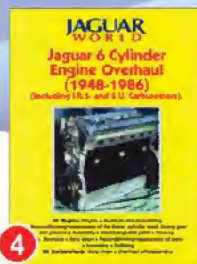
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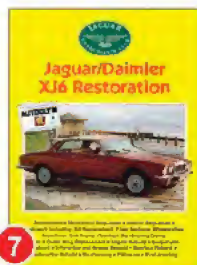
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POPPY CAR BADGE



£35 post free. 3in diameter, red, black enamel centre, chrome finish, grill kit inc. Essex. 07794 775973 (JW)

PRIVATE NUMBER FOR SALE



£POA. GARY-A, my personal plate since 2000 (G13 RYA), looks great, on retention and ready for immediate transfer, offers please. 01225 852852 or 07840 400569

PRIVATE PLATES

£POA. NDF 80, NFK 28, NBK 91. Private sale of any of my private plates, all on retention. Sensible offers please. 01225 852852 or 07840 400569

PRIVATE REGISTRATION



£6,590 ono. SM14RTS. Beautiful. Reads perfectly the name SMARTS. Has been reduced from £9950. Staffordshire. 07583 613521 (RB)

PRIVATE REGISTRATION PLATE



£Offers. Open to sensible offers. Lincolnshire. 01205 870815 (RB)

PRIVATE REGISTRATION PLATE

£495 ono. R5 TBR - ideal for any RS car. Currently on a retention certificate. Northamptonshire. 07426 657829 (RB)

RAC BADGE



1960s, £20 + p&p. New-old stock (plastic). Never been on a car. Antrim. 07759 818732 (PB)

RAC ASSOCIATE CIVIL SERVICE BADGE



1930, £75. King Crown. No. F30606. Civil Service on marble base. Essex. 07964 486932 (RB)

'REGGY'



£POA. Personal registration number for sale. I've had it over ten years. Fantastic plate. Could be other? Is (R13 GGY). On retention ready for transfer. Avon. 07840 400569 / 01225 852852 (RB)

REGISTRATION FOR SALE

£1,800 ono. GCB 800. On retention. Ring Colin. No time wasters please. Cumbria. 01539 741080 (RB)

REGISTRATION FOR SALE

£1,500. KEIY AA. Mid Glamorgan. 07929 342396 (RB)

REGISTRATION NUMBER

£1,800 ono. LJC 800. Immediate transfer. Fee paid. Call after 7pm. Cumbria. 07930 162180 (PB)

ROYAL NAVY BADGE



£75 post free. By J. R. Gaunt, Birmingham. Queens Crown. Size: 5in x 3in. No damage. Bar fixing. Surrey. 07968 659967 (PB)

ROYAL OBSERVER CORE BADGE



£85 post free. By J R Gaunt, London, mint condition, no damage Queen crown, pos 1950-1960, size 5in x 3in approx. Essex. 07964 486932

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£1,200. Twin axle. 16ft x 6ft bed. Brakes (new) and two new tyres. Ramps, winch (manual), lights. Also hitch attachment to take caravans. £500 hitch. Probably needs paint (surface rust). Derbyshire. 07454 948711 (PB)

TUY 583

£Offers. Private registration for sale. On retention and ready for transfer. Bristol. 01225 852852 (PB)

"VIXAN" PRIVATE PLATE



£15,000. On retention for immediate transfer. 07977 983002 (JW)

VINTAGE CAR CLUB BADGE

£POA. With clasp. Chrome/yellow AA badge. Daimler SI & TI 35 parts cat (1920s). Coils of brass petrol tubing, quarter inch by 10ft. Austin Big 7 handbook. Shropshire. 01952 242723 or 07817 788665

VOP 140

£2,295 offers invited. Jaguar XK140. Registration number VOP 140, ideal for any XK140, particularly one running a reissued number. On retention and ready to go. (T). 07787 528131 (HP)

WORKSHOP MANUALS

£POA. Genuine, for Jaguar Mk10, 2.4, 3.4, 420 and Daimler Conquest with parts catalogue £20 each. Also Triumph Vitesse and MG Magnette £10 each. North Yorks. 01765 635064

X746 ARY

£975. Reg number on retention. Reads X74 GARY. Cambridge. 07774 614705 / 01954 267000 (RB)

XK8/R 2001 FACE LIFT SALES BROCHURES

£POA. JLM/10/02/03/01 and 02 £20 each. XK March 2000 price list £10. Jaguar 2001 press pack £15 plus postage. Kent. 01634 867810 (PB)

Miscellaneous wanted

ANY DEVONSHIRE ROAD SIGN

Wanted. Wiltshire. 01666 837747

JAGUAR URGENTLY WANTED

Wanted. Any Jaguar wanted urgently. Especially E-Types, any year, any condition whatsoever, we pay more than anyone, distance no object. 07836 250222. (T). Kent. 01322 669081 (GD)

XK 120, XK 140 & XK 150 WANTED

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Wanted. Project / restoration car wanted. any condition and model considered, with a preference for anything XK 140. Cash waiting. Please call. Surrey. 07714 759198 (CG)

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Fax: 01322 662400
Email: PJarvis646@aol.com

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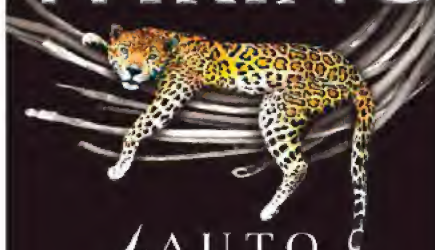
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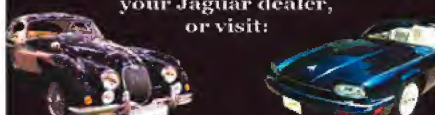


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Photo Junior, Paul Skilleter - A. L. Jones

Paul Skilleter's FINISHING LINES

The 2.4-litre 'compact' saloon

The 2.4-litre saloon was Jaguar's first stab at entering the semi-volume market and a key element of the launch strategy was a highly competitive price. Usefully cheaper than Jaguar's only other saloon of the time, the big Mark VIII, it would open up Jaguar ownership to less well-heeled customers and increase the visibility of the marque worldwide. Just such a strategy is being employed today with the new XE saloon.

So, in 1955, the new 2.4-litre Special Equipment saloon was priced at only £1,443 including taxes, which was superb value when compared with cars such as the worthy, but unexciting, Rover 105 at

£1,596. Theoretically, there was a standard model some £30 cheaper (lacking items such as a bonnet mascot, heater, rev counter and even the vitreous enamelling on the exhaust manifolds), but no cars to this specification appear to have ever been sold.

The car's 100mph performance also made it attractive to rally drivers, and soon a number were seen competing in major events. It would take the larger, 3.4-litre engine to make the car truly competitive, however, and few significant results were achieved by the 2.4-litre.

A number of private owners had great fun though, like the entrant seen in this charming Photo Junior picture, taken during the 1956 Geneva Rally.

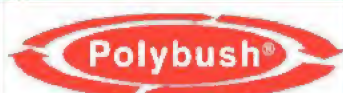
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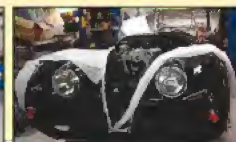
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